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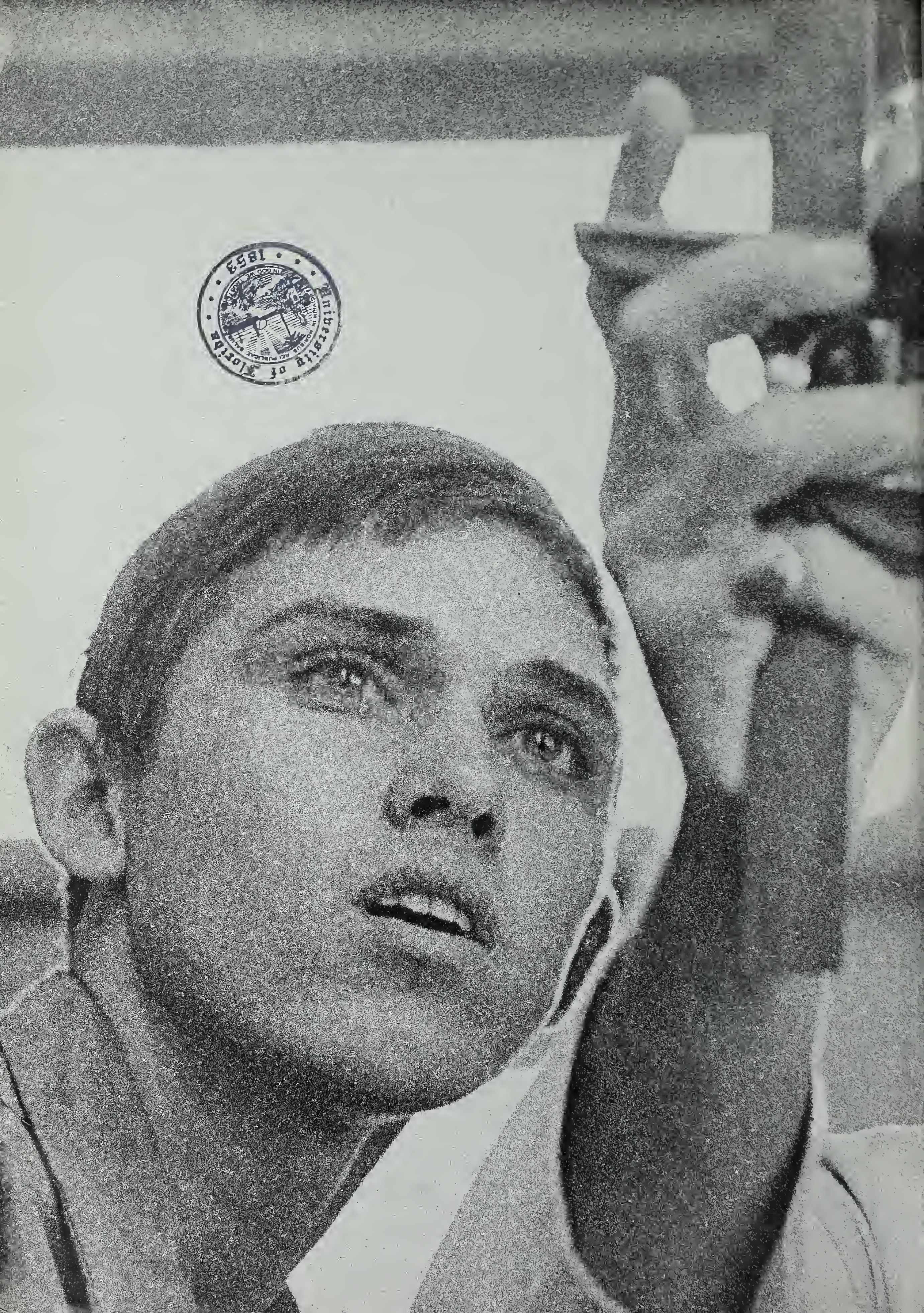

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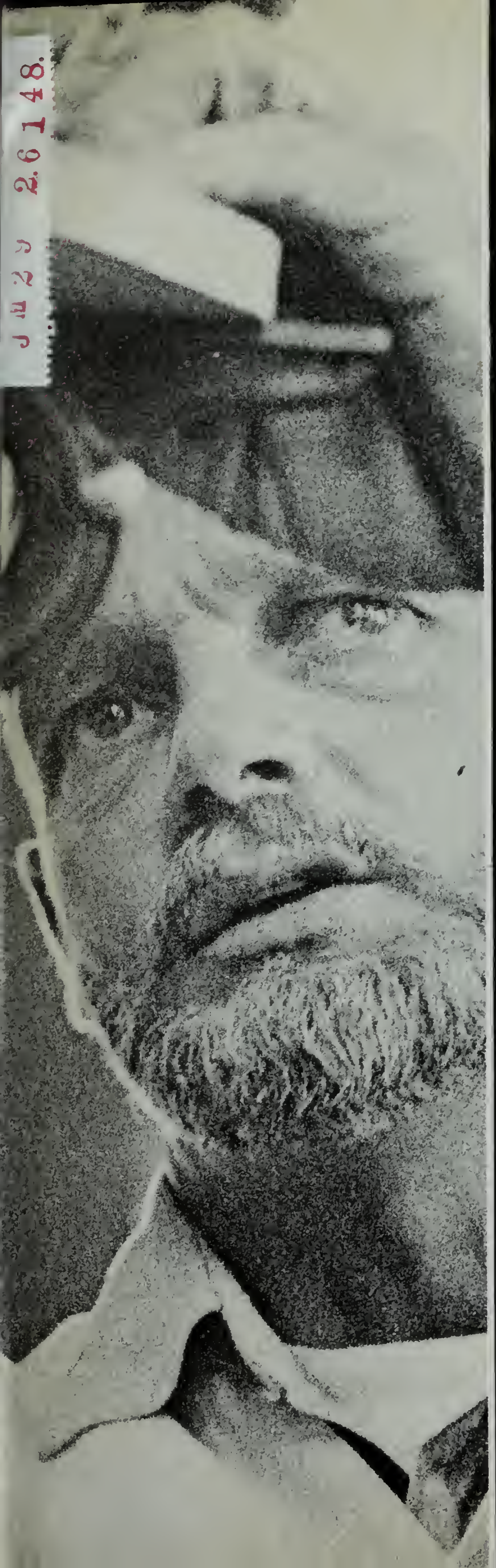

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JANUARY 1973 Nav-Pers-O NUMBER 672

VICE ADMIRAL DAVID H. BAGLEY, USN
The Chief of Naval Personnel
REAR ADMIRAL ROBERT B. BALDWIN, USN
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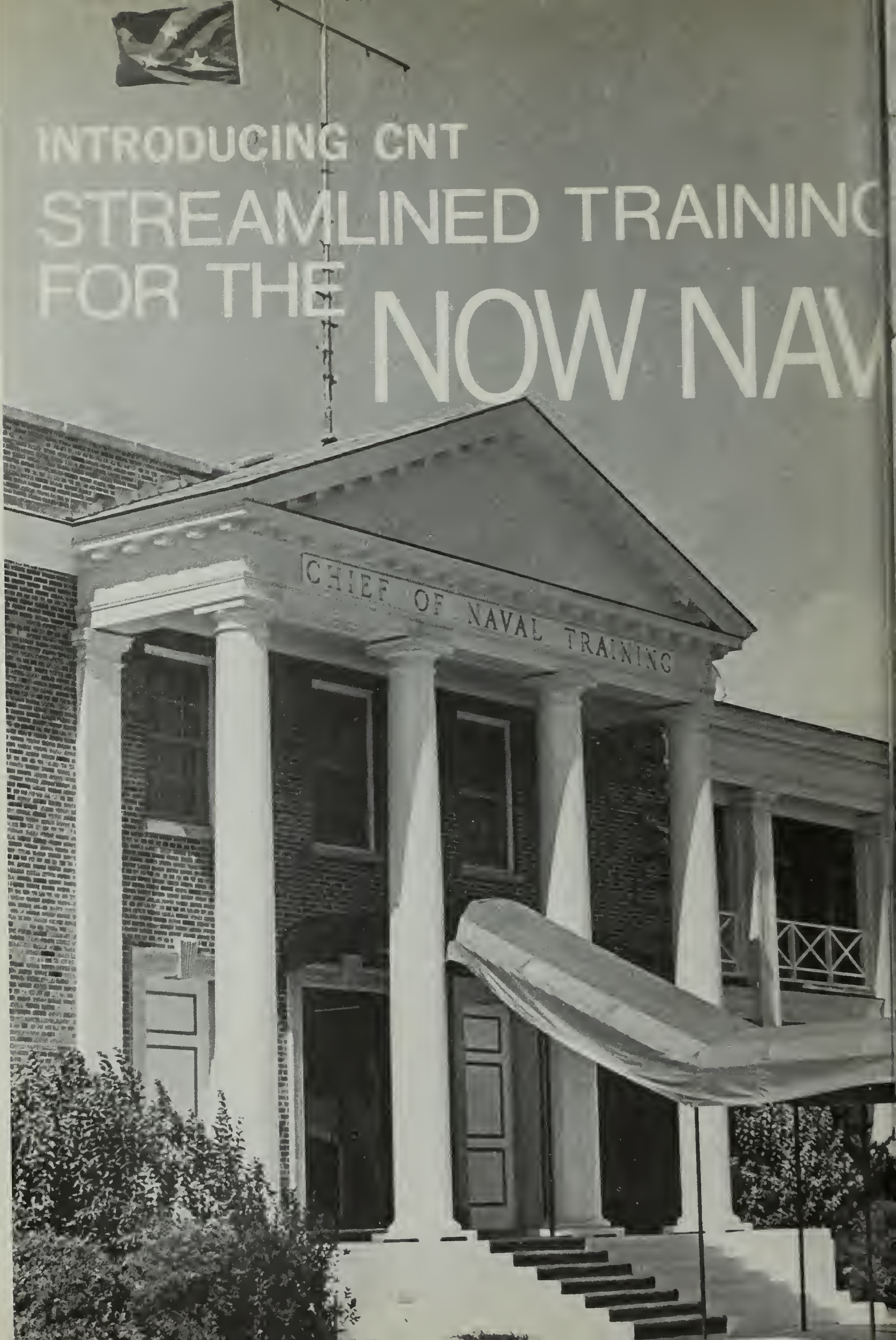
• **SILHOUETTE IN THE SUN**—a diver conducts camera tests during Project Caribbean, an exercise to prove the ability of the Navy's newest prototype underwater cameras. By PH1 P. C. Wilkerson.

• **AT LEFT: PATIENT TRAINING AND GUIDANCE** in almost every field of endeavor can be found in the Navy; from aerospace to zoology the Navy has everything to offer in professional education and on-the-job training. Photo depicts training in a comprehensive patternmaking course. Photo by PH2 Rex-zone Rude.

INTRODUCING CNT

STREAMLINED TRAININ FOR THE NOW NAV



VADM Malcolm W. Cagle

LITTLE MORE THAN A YEAR AGO the Navy reorganized its training efforts, creating a single Naval Training Command. The change was made without fanfare, but since 1 Aug 1971, many exciting results have been noted. The first Chief of Naval Training considers them among the most significant adjustments made in the field of naval training and education within the past 25 years.

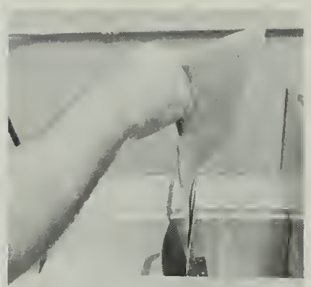
What's so special about a single training system and how is it designed to affect the Navyman's educational processes? This was the topic of a recent talk between ALL HANDS and Vice Admiral Malcolm W. Cagle, USN, the man selected to guide the Navy's new training and education endeavors.

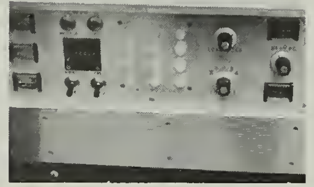
What we learned follows.

A look at the background and situations which led to the change reveals that the idea of a single training command was not dreamed up just last year. It's been a subject under consideration since as far back as 1955, but for various reasons, lack of funds being among them, the previous recommendations to consolidate the training effort were never accepted, until now.

In the past, the Navy's training system was somewhat dispersed. The air effort went one way, the submarine effort went another way and the surface effort went still a different way.

While the Bureau of Naval Personnel had the responsibility for overseeing the movement of all personnel from its complex in Washington, it controlled only to a limited degree their training. Thus, a really





centralized training coordination was lacking.

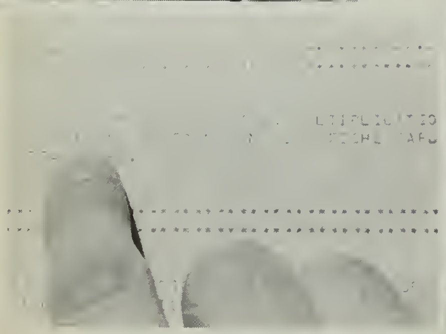
So, for the first time, under a single command concept, a true training system has been established.

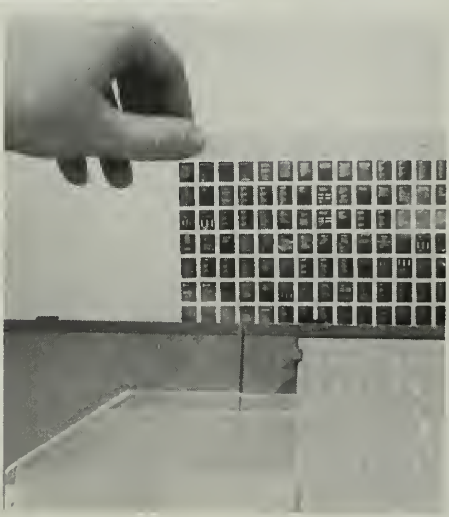
THE NEW SYSTEM, according to Admiral Cagle, consists of four basic elements: first, requirements and resources identification; second, training and education program development; third, their application and, finally, evaluation. It works like this: People, some with, some without high school or college-level educations, are received into the Navy from different parts of the country with varying backgrounds and various degrees of experience. They are placed into the training system and given a military-oriented education. Then they are placed into jobs aboard ships, in air squadrons or at shore installations where they apply what they have learned. Finally, through a feedback process, the results of the training effort are analyzed and adjustments made accordingly.

This complete system did not exist before; besides being fractionary, there was no meaningful evaluation of the training process.

For such a training system to function, Admiral Cagle stated, three resources are needed: people, material, and, of course, money. People are needed as trainees and trainers. Equipment, such as textbooks, examinations, tape recorders, instructional television systems, computers and advanced, expensive simulators are all needed. Of considerable importance are resource dollars required to support the entire system, including funds for construction of military barracks, mess halls and the schoolhouse itself. Overshadowed by all these needs is another important factor—time.

WHEN ADMIRAL CAGLE is not at his Naval Training Command staff headquarters in Pensacola, Fla., he is in Washington, D. C., where he serves yet another function, that of Director of Naval Education and Training in support of the Chief of Naval Operations. In this capacity, he works closely with the Chief of Naval Personnel, dealing with internal personnel needs. He also works with the Chief of Naval





Using the latest training and testing equipment available, trainees obtain a comprehensive working knowledge of all aspects of their Navy job. Competent instructors guide the Navyman through the accelerated coursework making the raw material into a professional and effective man.

Material for equipment support needs, and with the Commander of Naval Recruiting, programming current and future personnel requirements.

It is almost certain a Washington trip will be scheduled whenever a new weapons system is talked up, for a tremendous chain of training requirements must be considered: publishing training materials, setting up programs, establishing schools for the training of people to operate the weapons system. Beyond these, consideration must be given the long-range aspects of training throughout the lifetime of the weapons system, which could be as long as 30 years.

As can be imagined, the CNO-support aspect of his training job is extremely important in that training requirements must be identified early and completely and not be allowed to get lost somewhere in the shuffle between operational system concept and actual introduction into the fleet. It was primarily on this basis that the single command concept was founded, in the belief that greater overall control and direction could be achieved through one central office.

Developing the system was the second step. The creators of the new Training Command took the advice of nearly all previous studies related to the development of a single training system—since 1955—and began with the air side of the house as their model. Right from the top, the family tree was trimmed. The large flight training staffs (Chief of Naval Air Training and Chief of Naval Air Basic Training in Pensacola, and Chief of Naval Air Advanced Training in Corpus Christi, Tex.) were disestablished and the flag billets redistributed. Then the functions of all three staffs were compressed into one single staff, that of Chief of Naval Air Training now located in Corpus Christi.

THE STREAMLINING PROCESS extended into the training of pilots with the creation of a "single-siting" program. "Single-siting," according to Admiral Cagle, is a method which is used to simplify the processing of a student pilot. After he goes through primary training (and actually starts the flight program), he reports to one base and stays at that one base until he eventually pins on his wings. Before, the student was going to two, three or up to four bases. The transfers usually involved one week to two weeks on the road. For married students transfers usually involved moving family and furniture to a new base. Learning local air regulations and taking, in addition, two or three familiarization flights added more time to the syllabus. All this "Mickey Mouse" is being scrubbed out of the jet portion of the flight training system and a man can now expect to complete his flight course in eight weeks' less time.

Initially, the process of "single-siting" is time-consuming and requires special funding. A site must have all the types of aircraft a jet pilot will be trained in at that location. This means aircraft must be moved, mechanics and support personnel must be assigned, and all equipment and spare parts necessary to keep the system operating must be organized at the one location. In the interim, training must continue, in cadence, without losing a step.

The emphasis on compressing the air training was first placed on the jet pilot program. Attention will be focused by the Training Command next on helicopter pilots, and then on other pilot training areas.

MEANWHILE, a training wing system has been created. Made up of eight wings, this system is nothing more than a reflection of the successful fleet system of RAGs—replacement air groups—only in this sense it applies to undergraduate pilot training, whereas the fleet RAG system is classed in the graduate category. The development of the training wings gives the air training command a much better control over all air training and should result in considerable dollar savings.

The importance of education in today's Navy cannot be overemphasized. For every time specifications for a new ship or weapons system are laid down, they seem to become more complicated, requiring better school-trained technicians.

Back in the days of World War I, the Navy functioned with considerable numbers of manual rates, such as coal-passing boiler tenders and powder-tossing ordnancemen. Today, a gunner's mate has to be a smart cookie; he has electric fuses to worry about and test equipment to operate. And even what once was

considered an uncomplicated rating—boatswain's mate—is no longer simple. In fact, says Admiral Cagle, very little is simple any more, it's nearly all complicated, placing a great demand on the need for quality people.

As mentioned earlier by Admiral Cagle, there are close ties maintained between the Training Command and the Recruiting Command, because the better qualified an individual is upon entering the Navy, the less time is spent in training him. A sharp individual out of high school simplifies matters. But if a nonreader is received he must be given special handling; i.e., a remedial reading course, thereby increasing training time and costs.

ON THE OTHER SIDE OF THE COIN—opposite from manpower—the admiral pointed out the machinery needed to make the whole system operable. It's called "training support," a big business, ranging from issuing number two pencils to school-course students to projectors, examinations, correspondence courses, and a great variety of simulators.

The hub of the support system is headquartered in Pensacola under the command of the Chief of Naval Training Support, directly responsible to the Chief of Naval Training. Direction of support is given from this point to the numerous training centers and activities the Navy operates across the nation, and to the Naval Training Equipment Center, formerly the Naval Training Devices Center, at Orlando, Fla.

Big items in the support system catalog are expensive simulators and computer-aided instructional equipment. Television systems rank high also in popularity, backed by the fact that three specialized ITV (instructional television) studios have been developed by the Navy, one in San Diego for West Coast units, another in Norfolk to support East Coast training, and the third, being constructed at the Naval Supply Corps School in Athens, Ga., expects to be operating soon.

The admiral said that the complex equipment within the shipboard system changes frequently in today's Navy. When a shipboard system change is developed, a new or revised training requirement is generally introduced.

This means that ship's company must be taken off the job to attend familiarization training, usually scheduled at a training center ashore. This, in turn, results in considerable manhour losses to the ship and represents one of the major problem areas the new Training Command is working to improve.

SEVERAL REMEDIES are being tried. As examples, Admiral Cagle said, certain shipboard equipments are doubling as training aids when not on the line. And at least one truck van has been salvaged and reconstructed into a mobile, pierside classroom equipped complete with blackboard, chalk and instructor. The two methods practically eliminate travel and time-loss problems.

Time is being saved also through combining certain air, surface and subsurface training courses which have common subjects, electronics and electricity, for example. Of the 71 Navy enlisted ratings, about 28 require a basic knowledge of both subjects. Therefore, student ETs and EMs attend common basic courses. Additionally, a jet mechanic studying the operation of a J-79 engine in an F-4 aircraft could feasibly sit alongside an engineman slated to help man DD 963—the principles of gas-turbine engineering apply equally to both pieces of equipment. (DD 963 is the first of the new ultramodern destroyers of the future scheduled to join the fleet in 1974. See September 1970 issue of ALL HANDS.) Combining such training interests, the admiral said, is called common-coring, another positive approach toward burying dead-time and consolidating training efforts.

In another dead-time problem area, a recent study revealed that students spend too much time waiting around; waiting to get into school, waiting to get orders, waiting to be transferred. Wasting valuable time.

MUCH OF THIS DEAD-TIME has since been eliminated under a new system designed by the Training Command and BuPers to get an individual into school promptly through planned placement. If for some reason a schedule is not met, there's a built-in backup system called "catch-up" which can be put into effect.

"Catch-up" means simply that if a student arrives at a school in the middle of the week and classes commenced the previous Monday, he is given special instruction in order to catch-up with his intended classmates. This may require burning a little midnight oil for a short period on the part of the individual and an instructor or two, but it eliminates waiting, perhaps from 10 days to two weeks, to enroll the student in the next class. Through this effort, 334 man-weeks of training pipeline time were saved in a sampling test, with something in the neighborhood of 15,000 man-weeks expected to be saved within the next year, according to Admiral Cagle.

Another significant improvement derived from combining the various training activities noted by the

Training commander is that of relating management practices, one to another. As an example, the managers of the Naval Training Centers at Great Lakes, San Diego and Orlando got together for high-level rap sessions, exchanging and developing training ideas. As a result, the recruit syllabus has been revised to include "finger courses."

After a recruit receives his first week of indoctrination and undergoes six weeks of basic general military training, he receives specialized instruction in one of four courses: fireman, seaman, airman, or constructionman. In other words, if it has been determined through evaluation of background study and basic battery exam results that Seaman Recruit Tom Wayne is suitably qualified for placement into the field of naval aviation, he will be enrolled in the airman finger course and be allowed to concentrate on an aviation profession right from the beginning of his naval career.

A PILOT PROGRAM being tested at NTC Orlando has recruits scheduled to receive their seaman and fireman finger course training on board ship, with the first group slated for an October cruise in the destroyer USS *Harold J. Ellison* (DD 864).

In keeping pace with modern educational methods, new training techniques are being applied throughout the training system by the central command and, where practical, trainees are being allowed to progress at their own individual pace. Lock-step instruction classes—where the instructor stands in front of a room uttering textbook paragraphs to a sleepy-eyed group of students—are being sliced out of the training program. Now, the student becomes occupied, and he's a participant actively engaged in assisting himself through the learning process.

Take the method of teaching use of a battle telephone for instance. The trainee sits in front of a tabletop TV set, wearing a set of earphones, grasping a microphone. He presses a button and the set, displaying a graphic subject in vivid color on the screen which voices something like: "Repeat after me . . . . target bearing zero-four-five-a," then it stops. The trainee presses the button again and repeats the command and proceeds through the push-listen, push-reply method until testing on battle-telephone procedure is complete. In this case, his replies are recorded on tape, allowing an instructor to evaluate the trainee's progress at a later time. No doubt this type tabletop TV training will become a routine method aboard ships of the future equipped with education centers designed with booth-type training aids offering academic and military-oriented instruction, some by the push-button method, perhaps.

Admiral Cagle stated that the evaluation function of the Training Command's new system is being promoted to highest priority. It is the one element—the

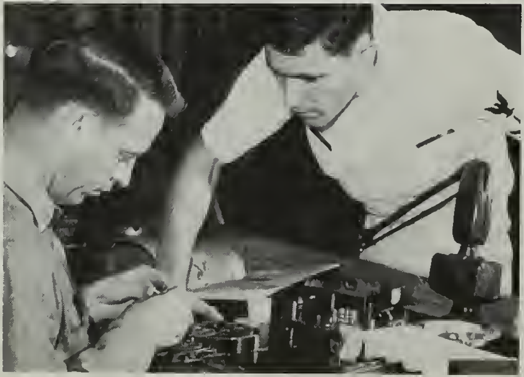
The Navy instructor must first and foremost be a professional in his own field. Whether it is in the classroom or on the job, the years of experience and know-how plus the use of modern training aids make the trainee ready for his job in today's Navy.

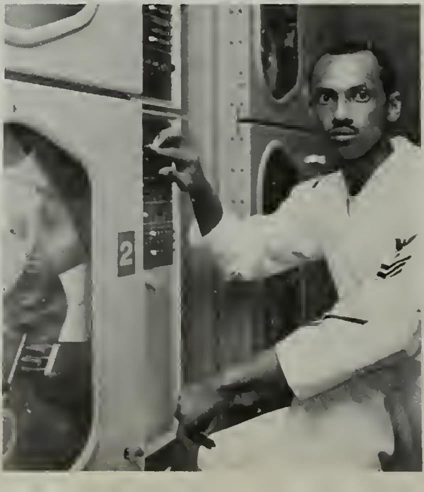
feedback, measurement and analysis of the results of training—that was lacking under the previous training system, and upon which the success or failure of the new training program might well depend.

Analyzing the efforts of training is accomplished by two primary means—through evaluations provided by the Pacific and Atlantic Fleet Training Commanders, and through questionnaires received directly from the man himself after being trained or in the process of being trained.

From the command standpoint, information on what type of training is needed within the fleet is forwarded for consideration by the Training Command. Through the questionnaires, an individual has an opportunity to comment and help guide the present and future training effort through his personal observation. The form may contain upwards of 150 rate-oriented and conclusive questions such as: . . . what do you actually do? . . . how do you participate? . . . do you work by yourself, . . . or as a member of a team? . . . how often do you perform a certain task? . . . every day? . . . once a week? . . . once a quarter? and . . . how do

The proof of Navy training is the confidence and competence the Navyman shows when actually on the job. Since many times costly machinery and even lives are dependent upon the skill and knowledge he possesses, the Navyman must have the very best training available despite the high cost involved.





you relate to those for whom you work? . . . is your job challenging? and so forth.

BY THIS QUESTIONNAIRE SYSTEM, much can be learned. One example cited by Admiral Cagle: Aviation ordnancemen 1st class were being trained in service schools to check the electric firing circuit on fighter aircraft rocket racks. Through the questionnaire it was learned that this particular job was actually being done by aviation electrician's mates 3rd class. AE3s now receive formal instruction in the classroom.

Such analytical information, as it is gleaned, will also affect the data written into practical factors and rate examinations as well, which should point out its importance to the Navyman in general.

Yes, the new Training Command has caused quite a stir in a short time, so much so that educators from a sister service have been knocking on Admiral Cagle's door seeking knowledge of the basis of its success. This, in itself, helps to substantiate the fact that education in the Navy remains second to none in its scope and mission. And there is no denying that it aptly applies to the Sea Service's slogan of the 70's, that: Today's Navy Is More Than Ships At Sea.

—JOC Marc Whetstone, USN.

Navy Campus Of Achievement

IF THE ALL-VOLUNTEER FORCE concept becomes reality next year, perhaps more than ever before naval professionalism will depend on qualified, dedicated persons who are motivated toward making the Sea Service a career. The professionalism will survive, however, if the right people are trained and the right people retained as instructors and teachers of tomorrow's Navy.

To meet the instructor requirements, the Navy is developing specific career programs for its officer, enlisted and civilian specialists, making it feasible for an individual in uniform to remain in the field of education and training throughout his entire career, and even beyond.

One example is the Navy Campus of Achievement.

Totally new, the program is wide open. It's a university without walls, so to speak, whereby an individual entering the Navy without so much as a high school education could foreseeably retire from his Navy career with an associate degree or perhaps even as a college graduate.

Its scope is unlimited.

The old slogan, "Join the Navy and see the world," will become, more and more, "Join the Navy, see the world, learn a valuable skill, earn a degree, and go back to civilian life with job potential, a pension and a degree!"

NAVY CAMPUS OF ACHIEVEMENT can also serve the non-careerist as a steppingstone toward higher education while in service, but it was primarily developed in the interest of the careerman.

Laying the foundation for the program, the Naval Training Command is working closely with junior college, college and vocational groups in developing a method by which credit for academic and vocational training achievement will be recognized. It will work something like the system used in transferring credit earned from one college to another.

For instance, when a new man enters the Navy, he will bring his educational record with him—evidence of high school, vocational or college training he has received. This data will be put into an education record in terms acceptable to the colleges and universities participating in the program. Then, as the individual goes through his education and training process in Navy schools, or as he enrolls on his own in off-duty study, his achievements will be credited and compiled accordingly.

To avoid haphazard pursuits, Navy educational advisors will be available to direct each individual in a well-organized and accepted education program that may ultimately lead to an associate or baccalaureate degree.

In view of the All-Volunteer Force, the Navy Campus of Achievement should have great recruiting and retention value.

DEDICATION & EXTENSIVE TRAINING LEAD TO DISTINGUISHED SERVICE MEDAL

Left: Mrs. Nowell pins the Distinguished Service Medal on her husband, OSCS Larry B. Nowell, while Navy Secretary John Warner and the CNO, Admiral Elmo Zumwalt, watch approvingly.

Last summer Senior Chief Operations Specialist Larry B. Nowell was awarded the nation's third highest military award, the Distinguished Service Medal, for his exceptional performance as a combat air intercept controller, guiding Navy and Air Force pilots in downing 12 Mig aircraft over Vietnam. Such an achievement gained the attention of the Secretary of the Navy, who made the presentation, and brought deserving credit to the chief and to the ship on which he is serving.

But gratification should not end there.

Inasmuch as Chief Nowell's professionalism is founded primarily on the naval instruction he has received over the past 14 years, it may be fair to recognize the Navy's many educators associated with the chief throughout these years. Agreed?

Anyway, the Navy's training people would like to believe that heroes are made, not born, and occasionally come up with a case to support their belief.

Take Chief Nowell's, for example.

Since 1958—when he first entered the service—he has developed himself through professional instruction

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TRAINING FOR OPPORT

San Diego's naval training facilities have opened their doors to groups of high school counselors from all over the United States in what may prove to be the most effective long-term recruiting effort of the year. This project, called the "Conference on Training for Opportunity," is hosted by Rear Admiral Newton P. Foss, Commander Training Command, U. S. Pacific Fleet (COMTRAPAC). The conferences are aimed specifically at high school counselors.

These conferences are now scheduled to be conducted on a monthly basis through June of this year. Two conferences have been held to date: a pilot conference in August for a group of high school counselors from Iowa, and one in October for counselors from the Los Angeles area.

The format for these sessions has been standardized to provide a balanced program of briefings, question-and-answer sessions, and tours. This package is designed to acquaint high school counselors with the training available in the Navy and the opportunities such training offers both toward a military or civilian career. It begins with a formal welcome dinner at a local officers' club where the counselors are able to meet COs of the commands and schools they'll be visiting.

The conference officially opens with a slide presentation, "Training for Opportunity," which outlines a typical enlisted career. Its focus is on training—starting with boot camp and ending with the sailor returning to an advanced school as an instructor. This overview is followed by briefings on "Recruit Training Today" and classification.

Educational specialists from the Service Schools Command at San Diego, who are responsible for the content and style of presentation of Navy courses, address the topics of teaching techniques and school administration. Lunch at the NTC galley provides counselors the opportunity to talk with Class "A" school students as a supplement to their walk-through

in no less than eight formal Navy schools. Additionally, he has completed 10 Navy professional, job-oriented correspondence courses (some required of officers), together with educational courses taken through USAFI.

HIS FORMAL TRAINING began with Class "A" Radarman School (Radarmen changed their designation from RD to OS—Operations Specialist—1 November), followed by Class "B" RD training in the maintenance and operational fields of radar. At this point in his career, as a 1st class petty officer with six years' service, he began concentrating on steps leading to his present specialization, studying first the Naval Tactical Data Systems, then courses necessary to become an air intercept controller and eventually an air intercept control supervisor, the job he held on the guided missile cruiser USS *Chicago* (CG 11) at the time of his intercept-guiding accomplishments.

Before his *Chicago* assignment, Chief Nowell graduated from a Navy Leadership School, then became a certified Navy Instructor and for a time taught other aspirants the art of intercept control.

Whether or not Chief Nowell is inclined to agree with his educational peers on the subject of man-made heroes is a matter known only to himself. But, those who work alongside him in front of his radarscope claim he demonstrates an uncanny knack at anticipating the right move at the right moment.

That's known as perception. And perception is inborn.

—JOC Marc Whetstone, USN.

Right: Chief Nowell, flanked by his proud wife and Secretary Warner, at ceremony held in the Pentagon.

UNITY

tours.

To measure the effectiveness of these conferences, COMTRAPAC has devised a feedback mechanism in the form of an opinionnaire. As part of a 30-page conference folder, this opinionnaire solicits the counselors' views about the content and logistics of the conference and questions about areas of naval training which the educators feel were not adequately covered during the conference. COMTRAPAC then prepares a follow-up package containing answers to questions, a letter from RADM Foss, and a booklet called "Careers" which describes all the enlisted ratings.

Suggestions received through the opinionnaire have proven extremely useful in upgrading the organization and content of the conference. The results of this upgrading and modification: 95 per cent of the participants in the October conference gave the tour an overall evaluation of outstanding or excellent, and none described it as anything less than good.

Below, left to right: High school counselors tour a ship during COMTRAPAC's monthly Conference on Training for Opportunity. (2) Counselors learn instruction techniques at Yeoman/Personnelman school. (3) Talking with a student at the Development and Training Center. (4) Visiting the Data Processing Class "A" School. Above: Students from the Machinery Repairman School discuss their goals.

Deep Water Environmental Survival Training

MORE THAN 120 DOWNED AIRMEN have been picked up by a rescue squadron in the Gulf of Tonkin since 1967. Most of those rescues were made by helicopters flown from ships—reason enough for pilots and air crewmen to undergo deep water survival training.

Not so surprising, such a course exists—the Deep Water Environmental Survival Training course. Acronym: D-West.

D-West is a one-day course, half of which is spent in the classroom. The other half is spent in the open sea off San Diego. It goes something like this:

"Eyes on the horizon. Feet together. Release the 'chute while on your back."

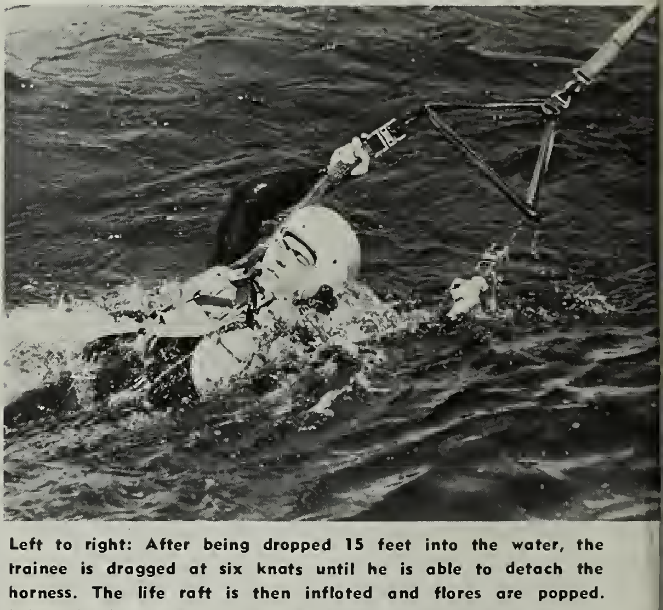
As those instructions, so calmly covered in morning class, fight for collection in your thoughts, there's a click and you're dropping at 22 feet per second. But the fall is only 15 feet from a floating ramp and before you realize it, you're over your ears in the salty Pacific.

Just as quickly you surface, helped by the medium landing craft chugging steadily along at six knots, dragging you behind, defying you to detach yourself from the soggy parachute harness that defies your efforts to free yourself.

SOMEHOW YOU MANAGE to get free and, at the same time, remember to give a "thumbs up" along with a quick grin to the safety swimmer peering at you from a nearby utility boat.

But that's just part of it. There's still a life raft to open and crawl into. You have flares to pop, making sure to remember that the red end with the "bumps" is for night use and the smooth end is for daytime.

The wrap-up comes with the arrival overhead of rescue helicopters from nearby Imperial Beach Naval Air Station. You brave the stinging spray of rotor-blade-whipped water long enough to wrap the extended rescue harness around yourself for the 40-foot



Left to right: After being dropped 15 feet into the water, the trainee is dragged at six knots until he is able to detach the harness. The life raft is then inflated and flares are popped. When the helicopters arrive, the rescue harness is attached.

hoist up to the chopper, thus ending the class.

Classroom work starts at 0730 with a movie showing a textbook pilot "punch out" from the time he leaves the aircraft through the survival sequence.

That film, "Search and Rescue, Sea Phase," is the brainchild of the rescue experts at the Pacific Fleet Aviation Specialized Operational Training Group (FASOTRAGRUPAC) at NAS North Island. D-West is part of that organization.

After the movie the instructors go to work, giving demonstrations and lectures on survival equipment and tips on how to use it.

"Most pilots and crewmen have had much of this (training) before," says instructor PO1 Dave Leighton. "For them it's refresher training."

ALONG WITH THE SHOW AND TELL on standing procedures for survival and rescue, the D-West instructors pass along hints on techniques developed recently. One such technique calls for the uncommon use of common kitchen foil to make downed airmen more detectable by radar. It was developed by Chief Petty Officer Rene' LaMarche, another of the training group's senior instructors.

Chief LaMarche tested the foil at NAS Fallon, Nev., by wrapping a piece 18 inches by six feet around his body. He was detected on radar by an aircraft flying at 5000 feet, 19 miles away. PO1 Leighton passes that development along, telling his students that the foil can be folded into a package two inches by four inches and stuffed into the survival vest.

Although D-West is not a required course for pilots or aircrewmen, it is highly recommended by the Commander of the Pacific Fleet Naval Air Force. Apparently students take the recommendation seriously, because each Monday and Wednesday, when D-West classes convene, there are between 15 and 40 men in the classroom willing to take a dip in the drink.

—Story and photos by Chief Petty Officer Warren Grass

New Construction in Today's Navy
IT NEVER STANDS

A WHOLE HOST of new ships – ships that can sail faster, dive deeper, and carry more than ever before–have been launched at Navy and civilian construction sites around the nation during the past few months. They underline the consistent modernization of the sea service.

Heading the list, of course, is the May launching of *Nimitz* (CVN 68), a nuclear-powered carrier and the largest ship afloat in the Navy.

Nimitz's launching signaled a new phase of surface nuclear power that was ushered in with *Enterprise*. Such power will allow ships to go farther and longer than any in history. The nuclear carrier *Dwight D. Eisenhower* (CVN 69) is now under construction, and funds to permit construction of CVN 70 (as yet unnamed) are being sought from Congress. (For more information on the nuclear surface fleet, see the Sep 72 issue of ALL HANDS.)

But that's the future. Let's look at the immediate past. During the last few months there have been a tremendous number of new ships to hit the water under the American flag.

LEADING THE FIELD in the number of new ships launched or commissioned by the Navy over the past year and a half has been the *Knox*-class ocean escort. Designated for antisubmarine warfare as well as search and surveillance missions, these ships have been increasing in number to protect other ships already in the fleet. There are to be 46 ships of this class–36 have been delivered to date. In CY 1972, six were delivered and two more were scheduled.

One such ship is USS *Stein* (DE 1065), commissioned early last year. *Stein* is equipped with a long-range, bow-mounted sonar, an antisubmarine rocket launcher, four torpedo tubes and a single 5-inch/.54-caliber gun, which add to her potent versatility.

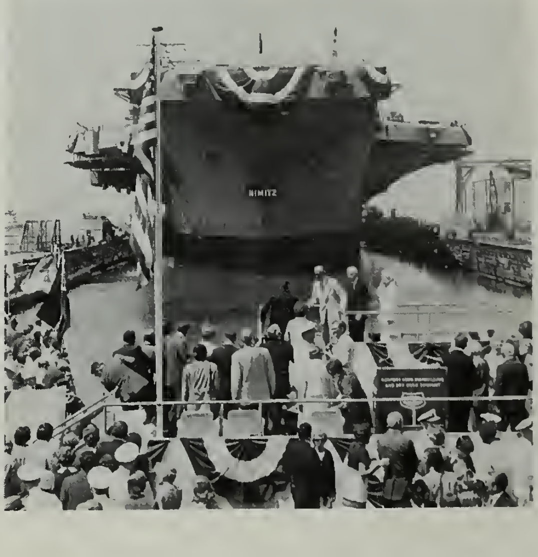
A sister ship to *Stein* has been named for Lieutenant Nathaniel Fanning, a naval Revolutionary War hero. USS *Fanning* (DE 1076) was commissioned during the summer of 1971 and she is one of the modern ocean escorts especially designed to screen support forces and convoys, to locate and destroy enemy submarines. She also performs search and rescue patrols, evacuation, blockade and visit-and-search missions. The ship is the third to be named in honor of Lieutenant Fanning, who served as "captain of the maintop" during the decisive 1779 battle between *Bon Homme Richard* and the British warship, *Serapis*.

USS *Cook* (DE 1083), when just commissioned in Boston and on her way around Central and South America to join Destroyer Squadron 13 in Long Beach, departed her scheduled course upon hearing a distress signal from M/V *Barao De Maua*. The 5000-ton freighter had experienced an explosion in one of her cargo holds. When *Cook* arrived on the scene, the Brazilian crewmembers had already been picked up by a Swedish container ship; several, though, had been killed, while others were seriously injured.

COOK PROVIDED A CORPSMAN and medical aid and she searched for a missing seaman. Once the emergency help was given, *Cook* resumed her scheduled cruise. Capable of speeds up to 27 knots, she is armed with depth charges, torpedoes, helicopters and guns. She also has space reserved to incorporate a close air-defense-missile system. Named for Lieutenant Commander Wilmer Paul "Bill" Cook, a graduate of the Naval Academy who was killed in aerial combat over North Vietnam in 1967, *Cook* is now an operating unit of the Pacific Fleet.

Other ocean escorts launched include USS *Bagley* (DE 1069), USS *Robert E. Peary* (DE 1073), USS *Harold E. Holt* (DE 1074), USS *Bowen* (DE 1079), USS *Donald B. Beary* (DE 1085), USS *Brewton* (DE 1086), USS *Kirk* (DE 1087), USS *Jesse L. Brown* (DE 1089), USS *Barbey* (DE 1088), USS *Ainsworth* (DE 1090), USS *Miller* (DE 1091) and USS *Thomas C. Hart* (DE 1092).

Brown is named for the black Navy pilot, Ensign Jesse L. Brown of Hattiesburg, Miss., who was killed



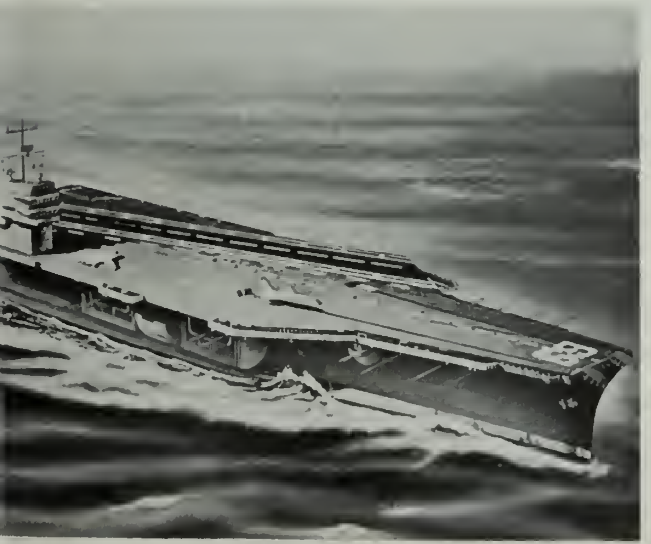
STILL

in action in Korea in 1950. She is a *Knox*-class escort which is 438 feet long and equipped with guns, antisubmarine rockets and torpedoes. She carries a bow-mounted, long-range sonar and variable-depth sonar for submarine detection.

Also in the knox-class of escorts is *Barbey*, named in honor of Vice Admiral Daniel E. Barbey, who organized and led the first Amphibious Warfare Section of the Navy in 1942. The new ocean escort, *Bagley*, is the fourth Navy ship to carry the name of a family which has contributed much to the naval service. The first three were a torpedo boat which served along the Atlantic Coast in World War I; a destroyer launched in 1918 and turned over to the British navy in World War II; and another destroyer which won 12 battle stars in World War II. All were named after Ensign Worth Bagley, killed in the Spanish-American War. The present *Bagley*, however, is named both for the ensign and his brother, Admiral David W. Bagley, who served in both World Wars.

Donald B. Beary is named for the late admiral who developed techniques vital to successful underway replenishment during WWII. *Beary* is designed for locating and destroying submarines and carriers. Integral bow-mounted, long-range sonar, variable-depth sonar and gyrostabilizers provide for improved seaworthiness and increased antisubmarine capabilities.

Also designed to seek out and destroy enemy submarines, *Robert E. Peary* carries much of the same equipment found on *Beary*. She is the second ship to be named after the famous Arctic explorer—the first was a four-stack destroyer launched in 1920 which served as a convoy escort in WWII.



Brewton, like *Robert E. Peary*, is designed for antisubmarine search and destroy missions. She can attain a speed of 25 knots, and carries a crew of 17 officers and 228 enlisted men. She is named after Lieutenant John C. Brewton, who died of combat injuries in Saigon in 1970.

Kirk, a member of the *Knox*-class of escorts, is named for the late Admiral Alan Goodrich Kirk, diplomat, strategist, and master of amphibious warfare during WWII. *Harold E. Holt* is named for the late prime minister of Australia, and *Bowen* for the late Vice Admiral H. G. Bowen.

The navy's underseas fleet has also grown considerably in the past few months. New commissionings include uss *Archerfish* (SSN 678), uss *Pintado* (SSN 672), uss *Drum* (SSN 677), uss *Sand Lance* (SSN 660), uss *Pogy* (SSN 647), uss *Silversides* (SSN 679), and uss *Batfish* (SSN 681). Recently launched were the submarines uss *Cavalla* (SSN 684), uss *William H. Bates* (SSN 680) and uss *Tunny* (SSN 682).

When *Archerfish* was commissioned late in 1971, she became the 95th nuclear-powered submarine

Top: Artist's conception of the nuclear-powered attack carrier CVN 70. Above: Launching of the ocean escort Jesse L. Brown. Far Left: Launching of the carrier USS Nimitz (CVN 68). Left: Artist's conception of USS Dwight D. Eisenhower (CVN 69).

placed on the Navy's active duty rolls. She carries a crew of 12 officers and 108 enlisted men and is the second ship to bear the name *Archerfish*, a fish which "shoots" small drops of water to knock down and stun insects. The first submarine to bear the name operated in the Pacific in WWII.

Pintado is another submarine whose namesake was a WWII fighter. The first sank or damaged 132,900 tons of enemy shipping. Today's new nuclear-powered *Sturgeon*-class boat is 292 feet long, with a beam of 31 feet and displaces 4600 tons submerged. She is armed with long-range torpedoes and the *Subroc* missile.

Also in the Sturgeon-class with a WWII namesake too, *Drum* was commissioned on 8 Apr 1972 at Mare Island, Calif.

Another *Sturgeon*-class submarine joined the fleet in September at Groton, Conn., as *Batfish* was commissioned. She has a crew of 12 officers and 108 enlisted men and she, too, carries the name of a WWII boat with a long list of combat achievements.

Pogy, the ninth nuclear attack submarine completed in Pascagoula, Miss., was commissioned in 1971. She has a 292-foot length, a beam of 31 feet and displaces 4200 tons. She has a crew of 12 officers and 98 enlisted men, and can reach a speed in excess of 20 knots.

Silversides, another member of the *Sturgeon*-class, can travel at speeds and depths comparable to *Pogy*.

William H. Bates, named in honor of the late member of the House of Representatives from Massachusetts, was launched late in 1971. She carries the latest in detection gear and armament.

Launched in Groton was *Cavalla*, the 12th submarine of this class to be built in the Connecticut shipyard. She bears the name of the WWII fleet submarine which is credited with sinking the 30,000-ton Japanese aircraft carrier *Shokaku*.

Continuing modernization of the Amphibious Forces is marked by the recent introduction to the fleet of additional *Newport*-class tank landing ships. These are USS *Barnstable County* (LST 1197), USS *Harlan County* (LST 1196), USS *LaMoure County* (LST 1194), USS *Spartanburg County* (LST 1192), USS *Fairfax County* (LST 1193), USS *Barbour County* (LST 1195) and USS *Bristol County* (LST 1198). Other amphibious ships to join the fleet are USS *Ponce* (LPD 15) and USS *Fort Fisher* (LSD 40).

Barnstable County, a 20-knot LST, can lift, transport and land over the beach more than twice the number of combat vehicles as could her WWII counterparts. Overall she provides a swifter and more efficient method of landing troops and equipment in combat. *Barnstable County* is the second ship to bear the name of the Massachusetts county; her predecessor was an attack transport which saw action in the Pacific during WWII.

Like *Barnstable County*, *LaMoure County's* traditional LST bow doors have been replaced by two outstretched derrick arms. These arms support a 30-ton ramp, enabling the ship to unload assault vehicles directly onto the beach. This ramp also makes it possible for the 567-foot-long ship to have a destroyer type bow, thus allowing her to attain 20-knot speeds.

This "over-the-bow" ramp design for amphibious ships is also exemplified by *Spartanburg County*, *Barbour County*, *Bristol County*, *Fairfax County*, and *Harlan County*. These ships, named for counties in South Carolina, Alabama, Rhode Island, Virginia, and Kentucky, respectively, are armed with four 3-inch/.50-caliber guns in two twin mounts.

THEY HAVE THE MOST MODERN electronic equipment for efficient communications and dissemination of information. Living accommodations include air-conditioning, a recreation room, barber shop, ice cream shop, tailor shop, laundry and dry-cleaning plant.

In a letter to the crew of *Barbour County*, which is named for his native county in Alabama, Admiral Thomas H. Moorer, chairman of the Joint Chiefs of Staff, said:

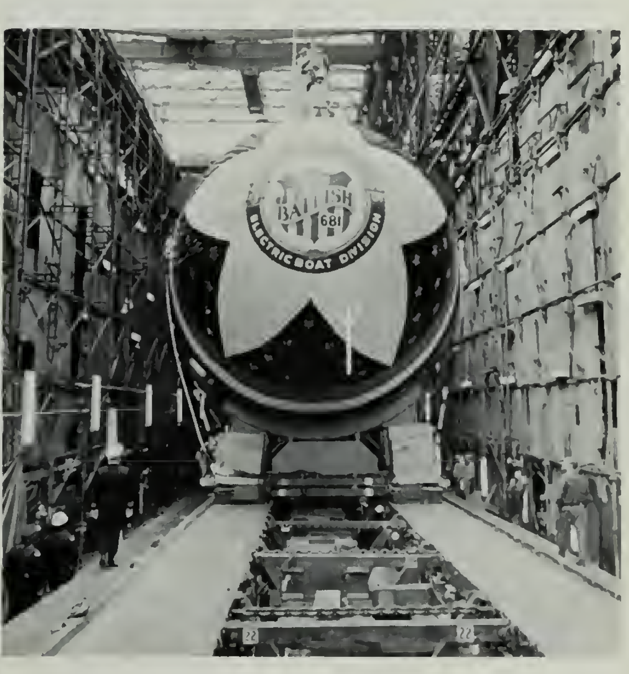
"Anyone who has ever taken part in the unique environment in which LSTs operate shares a great respect for the high degree of competent seamanship, flexibility and teamwork needed in meeting the challenge of an amphibious mission."

The amphibious transport dock *Ponce* carries Marine assault forces with their combat vehicles and cargo and can simultaneously launch amphibious craft and helicopters.

The commissioning of USS *Fort Fisher* (LSD 40) signified the last ship of the 20-knot *Anchorage*-class dock landing ships. *Fort Fisher* is equipped to disembark assault troops and equipment across her stern gate at anchor or underway, allowing quick transfer to the beach.

AMMUNITION SHIPS LED the new entries of the auxiliary class into the fleet last year. These ships include USS *Kiska* (AE 35), USS *Mount Baker* (AE 34), and USS *Flint* (AE 32).

Facing page, left: The destroyer escort Cook (DE 1083) underway. Left to right: The ocean escort Jesse L. Brown (DE 1089) slides down the ways. (2) At the christening ceremonies of the USS Bristol County. (3) The tank landing ship USS Barbour County (LST 1195). (4) The christening of the Batfish at Groton, Conn., recently. Below: The nuclear attack submarine USS Batfish.



Kiska, named for a volcanic island in the Aleutian Island chain in Alaska, is a *Kilauea*-class ship capable of operating at a sustained speed of 20 knots for replenishing fast-moving naval task forces underway.

Mount Baker, also a *Kilauea*-class ship, has a length of 564 feet, a beam of 81 feet, and a full-load displacement of 18,088 tons. She has facilities for helicopters and her armaments include eight 3-inch/.50-caliber guns in four twin mounts. She is the second ship to be named after the volcanic peak in the state of Washington, just as *Flint* is the second ship to bear the name of the industrial city of Flint, Mich.

USS *Wabash* (AOR 5), a 37,360-ton oiler, was also

IT NEVER STANDS STILL

recently commissioned—she is 659 feet long and carries 371 officers and enlisted men.

One of the most unusual ships in the Navy is the research vessel uss *Hayes* (T-AGOR 16), a twin-hulled ship whose mission is oceanographic research. She is operated by a Civil Service crew of the Military Sealift Command, and her missions are controlled by the Naval Research Laboratory. With her twin-hulled design, *Hayes* can turn within her own length and consequently provides a stable platform for research. She has space for laboratories much larger than could be set up on board conventional ships. She is named in honor of the late Dr. Harvey C. Hayes, who worked with sound as a method for ocean exploration and detection of objects underway.

The Navy has recently added to its fleet two more nuclear-powered guided missile frigates, uss *California* (DLGN 36) and uss *South Carolina* (DLGN 37). Participating in *California's* launching ceremonies was the First Lady, Mrs. Richard Nixon, who is a native Californian. *California* is designed to operate independently or as a unit of strike, antisubmarine, or amphibious forces. She provides fast, extended-range protection for nuclear attack carriers. Armed with two 5-inch/.54-caliber dual purpose guns, two *Tartar* surface-to-air missile launchers, along with ASROC, she has a normal crew of 500 men.

Not only are there new ships in the guided missile fleet, but a major new weapons system has also made its debut. uss *Sterett* (DLG 31) now carries the newly developed Light Airborne Multi-Purpose (LAMPS), for use in airborne electronic warfare. It is comprised of a *Seasprite* helicopter with sensor, navigational and other electronic equipment and is designed to extend the search and attack capabilities of destroyers and escort vessels through "over the horizon visibility."

THIS PAST YEAR has seen the ending and the beginning of the careers of some naval ships.

One with nearly 29 years of service, the carrier uss *Wasp* (CVS 18), was decommissioned and stricken

OCEANOGRAPHIC SURVEY / SILAS BENT

FROM A DISTANCE, she looks like a very wealthy man's pleasure yacht. Then you see the machinery and lifting gear on the after end and you know there is quite a bit more involved than pleasure.

Painted a gleaming white, the U. S. Naval Ship *Silas Bent* is an oceanographic survey vessel. She's operated by the Military Sealift Command, and she's the first U. S. Navy ship to be built exclusively for oceanographic survey. Master of the ship is Captain Richard B. Hosey, a Civil Service mariner employed by the Navy's sealift command. All of the ship's 47 crewmen are also Civil Service employees. The ship is operated by MSC for the Naval Oceanographic Office, which establishes her missions and provides technical equipment and funds for ship operation. Scientists and technicians from the Naval Oceanographic Office who conduct oceanographic surveys may range in number from 15 to 24, depending on the mission.

A senior Naval Oceanographic Office representative aboard, Mr. A. Russell Mooney, explained the mission of *Silas Bent.*

"The basic mission is to seek a better understanding of the sea. The seas are so vast and, really, so little is known.

"We have several ships, and other countries and private concerns have their survey ships. But the amount of surveying time that these vessels put in is very small compared to the vastness of the area that we should know."

Silas Bent was in Japan to participate in the Second International Ocean Development Conference held in Tokyo in October. Oceanographers from all over the world attended the conference, presenting papers on different aspects of their work, from environmental studies to equipment, such as special instrumentation systems and deep research vehicles. In addition to the conference, there was an exhibit by various companies, displaying equipment used in oceanographic research. *Silas Bent* was available during the conference for tours and briefings.

IN HER EVERYDAY WORK, *Silas Bent* provides overall oceanographic survey data necessary to support U. S. Navy programs and the national oceanographic program. She aids other government agencies such as the Coast Guard, the Fish and Wildlife Service and, of course, the National Oceanographic and Atmospheric Administration.

"Worldwide oceanographic institutions can obtain data from us," Mooney said. "The Japanese, Russians, Canadians, French — all have received information through the National Oceanographic Data Center. Almost anyone can get this data."

The various jobs performed by *Silas Bent* are dictated by the operating area and the season of the year. The ship is built to withstand heavy seas and still perform her mission.

"Last winter, this ship was working in the middle of the North Pacific," Mooney said, "surveying the southern boundary of the Japanese current in that area. The weather was bad, but *Bent* can operate in weather where other oceanographic ships can't."

Silas Bent probably is one of the best equipped ships of her kind in the world today.

"Essentially, we can do a very wide range of oceanographic surveys," Mooney said. "For one, we are equipped at all times to do regular bathymetric surveys. That is, measuring the depth of the water as we go along.

"We do seismic work, measuring the sub-bottom profile and we continuously measure the total magnetic field of the earth by towing a magnetometer.

from naval records last July. *Wasp* was completed in 1943, and her planes made their first raids against the Japanese in May 1944. More than a decade later, 1956, she was reclassified as an antisubmarine warfare aircraft carrier. Toward the end of her career she participated in the recovery of various astronauts and their space capsules. *Wasp* was the ninth Navy ship to bear that name.

A somewhat unusual decommissioning came about when the hospital aboard USS *Sanctuary* (AH 17) was closed. The hospital ship was the last of six such afloat hospitals in the fleet. Ending a four-year tour in the waters off Vietnam, she had traveled more than 200,000 miles and had served nearly 50,000 in- and outpatients. In addition to combat support, *Sanctuary* provided treatment for Free World Military Assistance Forces and also civilians in the Republic of Vietnam.

Some ships don't die—they are just absorbed by other navies—such as USS *Park County* (LST 1077), which was turned over to the Mexican navy. The last of the U. S. Navy's WWII-type LSTs, *Park County* was built in a little more than a month and commissioned in May 1945. She was decommissioned the next year but called back into service during the Korean conflict. She was again placed in mothballs in 1955. Ten years later she was overhauled for duty in Southeast Asia, where she transported troops and their equipment and resupplied bases along the rivers in the Mekong Delta.

A 28-year veteran of service in WWII, Operation Deep Freeze in the Antarctic, and amphibious operations in the Caribbean and Mediterranean Seas, USS *Arneb* (LKA 56) has also been decommissioned by the Navy.

This ship served through many dangerous missions and in 1955 was trapped for 48 hours in a crushing ice field. Her hull was severely buckled when the ice put a three-foot hole in her side below the waterline, tore a blade off the propeller and bent her rudder 18 inches. Rapid emergency repairs enabled her to break through the ice and head for Australia, and a yard period to complete repairs. After that, she saw 17 more years of service until her decommissioning last year.

—JO2 Jim Stovall

Also, sea surface temperature is recorded continuously and we are capable (when the ship is stopped on the surface) of making temperature and salinity measurements from the surface to the bottom. We analyze mud from the bottom of the ocean for its mineral composition and strength.

"A part of our effort is seafloor photography," he continued. "*Bent* has special cameras which are towed 12 to 15 feet off the bottom giving a series of pictures of the seafloor. Plankton nets are also towed to collect samples of the minute life that inhabits the sea."

THE WEALTH OF DATA and information gathered by *Silas Bent* and other oceanographic ships is put to many uses. The U. S. Navy uses it to support various research projects—nautical charts of various parts of the ocean are updated—the fishing industry uses the temperature and salinity information in studying fish migration.

A versatile ship, *Bent's* work changes according to the particular job. Missions are scheduled well in advance, but they're subject to last minute changes.

Following the ship's Japan visit, *Bent* was set to do a geophysical survey using seismic and bathymetry equipment, cameras and corers (devices for taking samples from the sea floor) in a submerged sea-mount area about halfway between Japan and Midway Island. The day before she arrived in Japan, however, the mission was changed. Her next job, instead, was to measure ocean currents between Japan and Korea.

Silas Bent is an unusual vessel. In the foreseeable future, the nations of the world may come to depend more and more upon the sea for their existence. With the help of ships like *Silas Bent*, the mysteries of the seas are being unraveled and, eventually, the wealth of the oceans will be available to the world.

—Story by JO1 Dan Hansen

Left: RADM M. E. Garrison, USN (Ret), Deputy Naval Oceanographer for International and Interagency Affairs, presents a plaque to Dr. Kiyoshi Kawakami, Chief Hydrographer of Japan's Hydrographic Department. Dr. Kawakami and his staff then toured the scientific spaces of USNS Silas Bent.

ON THE SCIENTIFIC FRONT

Scientists at NRL Build Wind-Wave Tank To Reproduce Equal of 50-Knot Winds at Sea

SCIENTISTS know that short gravity and capillary waves serve to scatter radar impulses on the ocean surface, yet the extent of the disturbance or how to correct it is unknown.

To study methods leading to correcting the situation, the Naval Research Laboratory built a wind-wave tank 58 feet long and four feet wide. Its purpose: To reproduce the equivalent of 50-knot winds at sea.

The new facility enabled NRL researchers to measure the extent by which radar microwaves are scattered by wind-whipped waves. So far, studies have identified three kinds of waves which cause scattering. In the future, the wind-wave tank will be used to study radar wave scattering in an attempt to identify other ocean surface disturbances which also play havoc with microwave impulse transmission.

Timation II Satellite Will Provide Precise Time for Jet-Age Navigators

TIMATION II is one of two time-navigation satellites which orbit the earth at an altitude of about 500 nautical miles. Both are the precursors of similar satellites which, like *Timation II*, will furnish time correct to a microsecond.

Until the advent of jet aircraft, such hair-splitting accuracy was scarcely necessary but now it is an essential ingredient in proposed aircraft collision avoidance systems. Since knowledge of time affects both distance measurement and navigation, highly accurate clocks are necessary to insure adequate separation between the world's aircraft.

Currently, time standards at various sites throughout the world are compared either by using portable cesium-beam atomic clocks carried in aircraft or by means of the Loran-C navigation system operated by the U. S. Coast Guard. The former system, however, is expensive while the latter has inaccuracies brought about by propagation anomalies of land, sea and the ionosphere.

The Timation Satellite Program was started at the Naval Research Laboratory in 1964 as a means of providing precise navigation and time to an unlimited number of users with receiving equipment. Two satellites are now in orbit and two new ones are planned which will orbit earth at about 7500 nautical miles—an altitude from which they will "see" more than a quarter of the earth's surface. These satellites will provide worldwide time dissemination data for navigation experiments and data on the exact location of earth sites. Current plans call for the fourth satellite to carry an atomic standard to further explore worldwide time.

Newly Developed Automatic Pulse Monitor Can Obtain Composite on Patient's Blood

AN AUTOMATIC "PULSE MONITOR" has been invented by a scientist at San Diego's Naval Undersea Center. By placing a patient's finger into an opening of a machine about the size of a typewriter, a physician can obtain a composite reading on the patient's blood chemistry, blood pressure, vessel elasticity and heart action.

The inventor, Bob Page, an electrical engineer, foresees wide application in instant pulse measurements, mass screening programs and circulatory system diagnosis. Large numbers of schoolchildren, he says, could quickly be examined for possible heart conditions. Sensors placed on the earlobes could monitor the blood flow in the brain during neurosurgery. Excessive white blood cells or clots in the circulatory system may also be diagnosed by the machine.

Scientists Debunk Idea of Dolphin Talk, But That Doesn't Rule Out Communication

NOW WE KNOW—or at least, we think we know—that a dolphin can't speak. A Navy study debunked the idea that it might be possible for dolphins to talk to each other and stated it would be "improbable" for communication between man and dolphin to reach a higher level, than say, between man and dog.

Just because they can't talk, however, doesn't mean they can't communicate. Dolphins make three types of sounds: echolocation clicks (used for their underwater sonar system), squawks and barks (typical of other mammals) and their unusual whistle sound.

Heretofore, there has been speculation that the whistles simulated human speech and were, in fact, the key to a sophisticated dolphin language. The Office of Naval Research study, however, concluded that the whistle transmits only general information and is used for identification, indicating location and conveying a degree of excitement or fear. Although the mammals have been known to mimic alien sounds, researchers didn't consider this ability to be significant, pointing out that other animals can do the same thing, particularly dogs and birds.

The Navy is concerned with analyzing dolphin sounds to distinguish them from militarily useful targets or signals. During their study, however, researchers also discovered peripheral facts concerning the sounds dolphins make which, they speculate, may indicate the sea mammals' emotional state.

Latest Glass Ceramic Viewports Tested—Withstand Pressure Equal to 45,000 Feet

A GLASS CERAMIC VIEWPORT was recently tested to withstand pressures equal to 45,000 feet—a depth greater than the deepest ocean trench. The new viewport is a 150-degree spherical shell sector having an outside radius of four inches and a thickness of one inch. It is expected to solve the problem of optical distortion at great depths which has been characteristic of most acrylic lenses.

Heretofore, acrylic plastic has been extensively used at depths less than 10,000 feet. Although generally satisfactory at such depths, it was found that pressure deformed the plastic below 10,000 feet, creating the optical distortion which the ceramic glass viewport seeks to correct.

Using commercially available materials, San Diego's Naval Undersea Center strengthened viewports and their mountings. Then, following the initial success of the glass ceramic, NUC made plans to conduct future tests on an additional 18 viewports. If these tests are also successful, the ceramic glass viewports are expected to be approved for unlimited deep submergence service.

New Diagnostic Tool Could Safeguard Sensitive Shipboard Electronic Gear

THE EFFECT of electromagnetic pulses on the Navy's sensitive electronic equipment is being studied at the Solomons, Md., branch of the Naval Ordnance Laboratory. EMPRESS (Electromagnetic Pulse Radiation Environment Simulator for Ships) is expected to be an effective diagnostic tool for testing a ship's response to bursts of electricity.

Electromagnetic pulses from a 1300-foot line, almost all of which is suspended 100 feet above the ground, are transmitted to a ship anchored in a cove of the Patuxent River just east of Point Patience. The pulses are recorded aboard the ship and analyzed to determine how this electrical energy couples to the ship and its electronic systems. With this information, technicians hope to identify weak points in the ship's system which are critical to its mission and to recommend corrective action.

Fully Automated Landing System Assures Safer Carrier Operations

NAVY AVIATORS are now developing a fully automated landing procedure which should make life easier and safer for pilots and deck crewmen alike. The first such landing was made aboard USS *Ranger* (CVA 61) by Lieutenant J. L. K. Corcoran of the Naval Air Test Center, Patuxent River, this summer.

The procedure for the landing is fairly simple. The pilot links the plane's controls with a computer aboard the ship. Officials on the ship then feed the necessary information into the computer, which guides the plane in for a landing.

Previously, *Ranger* could only signal the information on landing to the pilot, who would make the necessary adjustments. But now, with this new system in effect, her crewmen can practically make a passenger out of the pilot.

The new system will enable pilots to make safer landings during the nighttime and in low-visibility weather.

VLF Propagation Paths Are Studied For Possible Communication With Subs

THE Naval Research Laboratory recently studied previously uninvestigated very low frequency (VLF) propagation paths to determine their suitability for communications with Navy submarines.

Using the Navy's transmitter at North West Cape, Australia, and receiving sites in Japan, Madagascar, Bahrain Island, Alaska and the Republic of the Philippines, the lab's scientists studied electromagnetic wave propagation at very low frequencies. They broadcast signals on a schedule which permitted propagation data to be collected on six frequencies in the VLF band over a three-month period.

As a result, the Navy now knows which VLF channels are the most suitable for communication transmissions to submarines and can also apply the information obtained from the experiments to the *Omega* navigation system.

Latest Design Acrylic Sphere Is Tested To Depth of 200 Feet at Undersea Center

OPERATIONAL DEPTH TESTS were conducted recently at 2000 feet on the latest design acrylic sphere proposed for underwater research by San Diego's Naval Undersea Center (NUC). The new sphere would update and significantly increase the depth capability of the center's transparent submersibles *Nemo* and *Makaki*, which are certified only for 600-foot operational depths.

The new capsule design calls for thicker walls and the re-engineering of hatches with the substitution of aluminum for steel. This change enables the new submersible to operate at increased depths without increasing the hatch weight. Aluminum is also resistant to corrosion and, because of its greater heat transfer capability, the capsule's interior will stay cooler during long dives in tropical waters.

Radar Altimeter in Next Year's 'Skylab' Expected to Acquire Wealth of Information

A MICROWAVE RADAR ALTIMETER experiment pioneered by the Naval Research Laboratory will be aboard the 1973 Skylab Mission. It is expected to acquire short-arc geoidal information and statistical geophysical data plus information on backscattered signal characteristics. The radar altimeter may also be capable of sensing ocean roughness using normal incident radar techniques. Other surface roughness experiments will include detection of snow- or ice-covered regions, terrain scattering as influenced by moisture, and studies of unusual ocean regions such as oil slicks.

Use of the radar altimeter in the 1973 Skylab may also provide future oceanographic information such as detecting tides, storm surges and possibly ocean surface elevations caused by currents.

Device, Smaller Than Bulldozer, Could Prove Boon in Heavy Moving Chores

A SIMPLE NEW CONCEPT of pulling, pushing or even carrying items which might otherwise be moved by a bulldozer or a forklift has been developed by Dr. Howard A. Gaberson of Port Hueneme's Naval Civil Engineering Laboratory (NCEL). The device, which is smaller than a conventional bulldozer, could have a number of Navy applications.

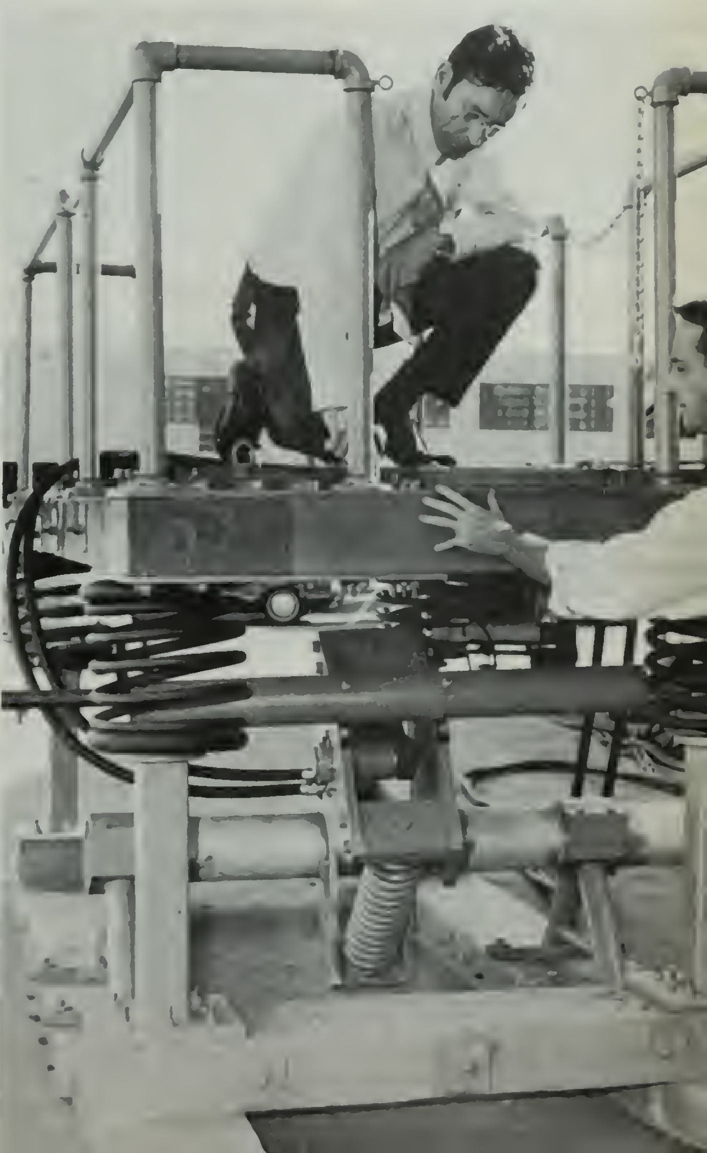
It could, for example, be used as standby land locomotion capability for landing craft and other boats; as a heavy concrete ram vehicle to clear roads of obstructions; as a general overland hauling vehicle for use in questionable terrain or as a forklift in over-the-beach hauling and advanced base warehousing. It could also be used for mobilization of large gantry cranes in shipyards.

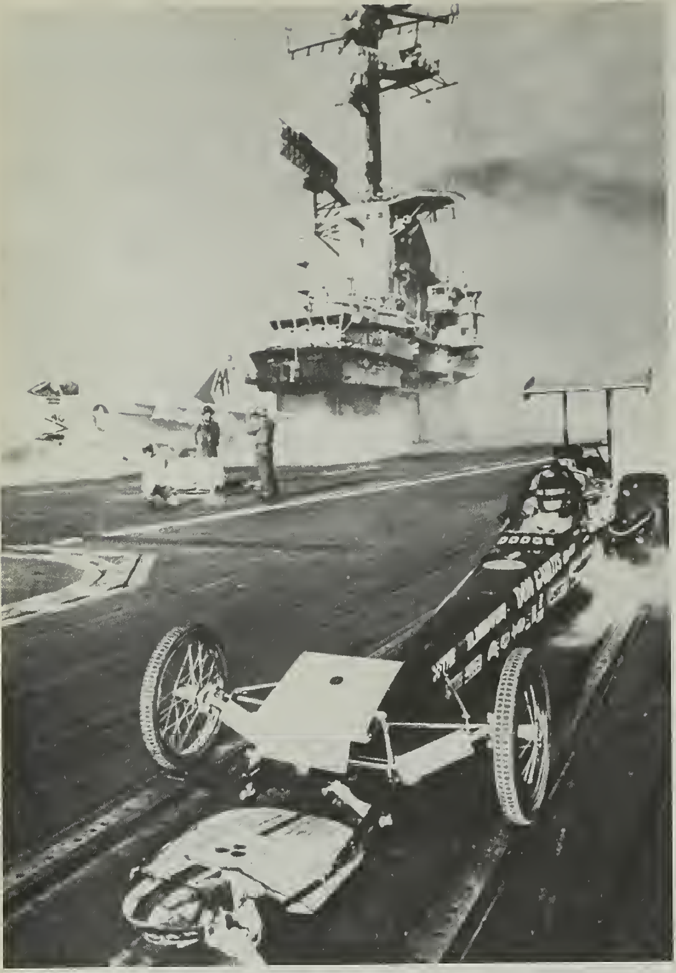
Officially, the device is called vibratory locomotion (Vibra-Lo) and is described by Dr. Gaberson as a board set on the ground and shaken by a weight to go forward. Actually, the device moves when skids shuffle along the ground pushing, pulling or carrying a load. The skids move because of an oscillating weight which moves back and forth along a straight line inclined to the horizontal. At the top of the stroke, the weight pulls the skid up and forward. The upward force reduces friction and the skid slides forward. At the bottom of the stroke, the weight pushing down and backward on the skid increases friction thereby inhibiting a backward slide.

When the operator wants to back up, all he has to do is tilt the weight and oscillator drive toward the rear of the skid. Sideways locomotion is obtained by rotating the up stroke's direction to either side of the skid.

Applications of vibratory locomotion have been investigated by others but NCEL appears to be the first actually to build a prototype. The laboratory has, in fact, built three experimental models in the past three and a half years.

Inasmuch as the Gaberson device has infinitely fewer moving parts than a bulldozer, for example, its reliability is greatly increased while its maintenance costs are considerably reduced.





NAVY RECRUI

A DAY

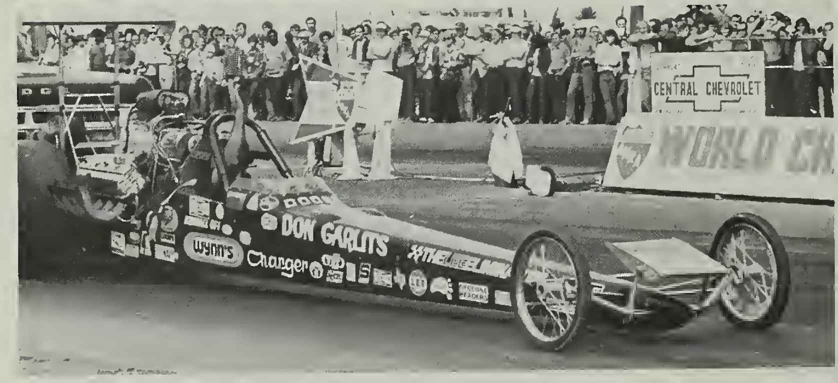
THIS PAST YEAR the Navy, especially the Navy's recruiting effort, has been actively engaged in drag racing. The Navy's association with this fast growing and exciting sport is a natural one for the '70s.

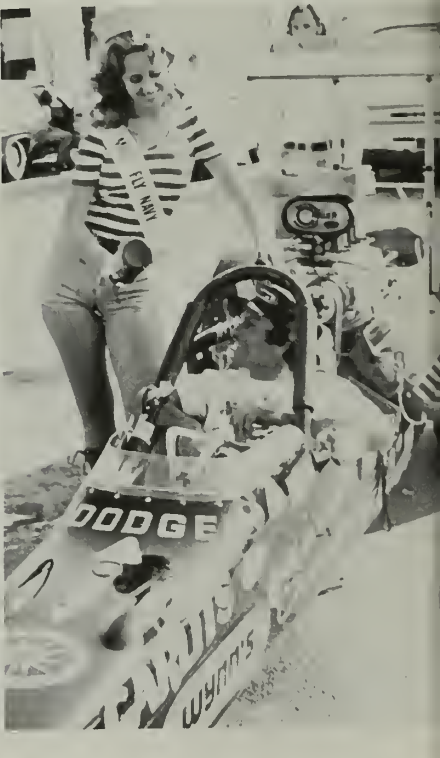
Don "Big Daddy" Garlits, who's been called the "King of the Dragsters," is responsible for the Navy's entry into the world of quarter-mile drag racing. Last winter he toured U. S. bases in Vietnam visiting drag racing fans. Upon his return he contacted the Navy's Recruiting Command in Washington and asked, "Is there anything I can do for the Navy?"

The immediate results was a recruiting poster showing Garlits in his dragster on the deck of the aircraft carrier *Lexington* hooked to a catapult ready for launch alongside a Navy jet.

The public's response to this poster caused the Recruiting Command to pursue its effort in the sport of drag racing, concentrating on the national events in which Garlits competes. One such event was the American Hot Rod Association's 6-8 Oct 1972 World Championships held at Fremont, Calif.

Arrangements were made to declare Sunday, 8 Oc-





TING SPENDS
AT THE RACES

tober, "Navy Day" at the event. In addition Don Garlits agreed to autograph Navy promotional items and participate in Navy recruiting.

Fremont Raceway was literally covered in Navy blue. Navy pennants ringed the grandstands and Navy posters were affixed to every available space, while large banners proclaimed "Navy Day" at the drags. The track announcer provided a series of Navy public service announcements for use between races. Navy personnel manned the press trailer and control tower to assist with the coverage of the events.

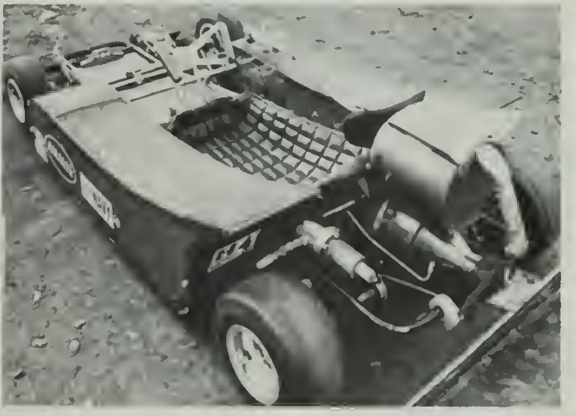
NAVY RECRUITING put on display its 65-foot model of the aircraft carrier USS *Hancock*. Sea Cadets, Navy recruiters and representatives mingled with the fans to anwser questions about the "Now Navy." They passed out materials such as Navy posters, bumper stickers, tee-shirts, balloons, and decals. Other Navy activities included a jet flyover in the famous "missing-man" formation, music by the Twelfth Naval District Band and naming the winners of the AHRA-Navy sponsored "Miss Bellbottoms" beauty contest.

The Navy christenings of the two most famous vehicles in drag racing, Don Garlits' *Swamp Rat-IV* and Captain Jack McClure's *Sizzler-2*, were the most unusual events to take place at the finals. *Swamp Rat-IV* is powered by a 1972, 500-cubic-inch engine and is the favorite to break the last barrier recognized as attainable by men in the sport—the five-second mark.

Merchant Marine CAPT Jack McClure's rocket powered go-kart, *Sizzler-2*, holds five world records. At the finals it rocketed through the quarter-mile at close to 200 miles per hour before 15,000 fans.

Based on the tremendous reception and good will generated by the Navy's participation in drag racing, Navy involvement in future events appears sure to continue. Consideration is being given to expanding the scope of Navy involvement to include a greater number of drag races. Drag racing and the Navy have created a team which will enable each to prosper in the challenging '70s.

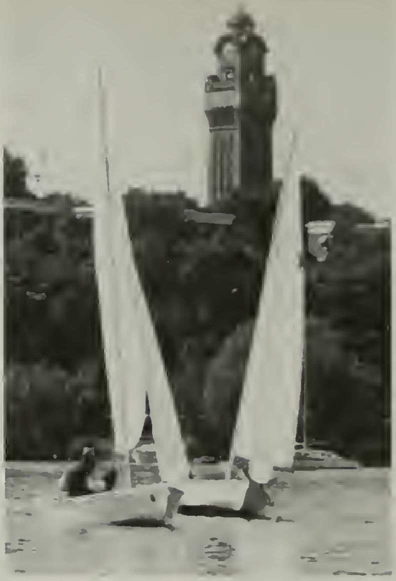
By LTJG P. Kazajian, USNR



Facing page: Recruiting poster of Don Garlits' dragster. (2) Garlits at the AHRA World Championships held in Fremont, Calif. (3) A drag racing pro-stocker cools its hot wheels in front of a Now Navy display. Left: Christening Don Garlits' Swamp Rat-IV. Above: Mechanics make last-minute adjustments. Right, above: CAPT Jack McClure's rocket-powered "Fly Navy" go-kart. Right: Drag race beauty queens.

New London Sailors Take

All-Navy Sailing Title



"OKAY, CHIEF, let's get with it," the seaman said. "Right, skipper," the chief answered cheerfully.

Well, we're not sure that's exactly the way it was aboard the winner of the All-Navy Sailing Championships at Great Lakes this summer, but from all indications it might have been.

After all, it's not often that an 18-year-old seaman is the skipper—be it only a sailboat—and it's even less likely that a senior chief and a chief petty officer would make up his crew. But that's exactly the way it was when SN Kenneth R. Van Wagnen guided his craft across the finish line first at the championships.

Van Wagnen serves aboard USS *Robert K. Huntington* (DD 781), and his crew—Chief Sonar Technician James C. Stechell and Senior Chief Equipment Operator Harry A. Warjonen—hail from the Navy Submarine School at New London, Conn. Representing the New London branch of the Naval Sailing Association, they defeated nine other Navy crews to win this year's grand prize during the three days of competition.

The championship races began with only two-to-four-knot winds, but by the time the series concluded, the winds had picked up and small craft warnings were being hoisted. The three-man crews—all of which had to consist of at least one enlisted man—sailed their 18-foot interlakers with main, jib, and spinnaker sails. The different boats changed hands among the crews after each of the 10 races.

GOVERNED BY THE RULES of the North American Yacht Racing Union, the races produced the winner by the following point system:

The winning craft from each event was awarded one point; the boat that took second was given two points and so on down the line. At the end of the races, the boat with the lowest score won the All-Navy title. In case a boat did not finish a race, it was given one more point than the last-place boat received.

An Olympic style course was marked off in the Great Lakes harbor, and it included a windward starting leg, two reach legs, another windward leg, a leeward leg, and a windward beat to the finish line. Most of the legs were nearly a mile long.

Placing second in the championships was a crew from the Pacific Fleet Amphibious Force in Coronado, Calif.—Lieutenant (jg) Ted M. Ustick, skipper, and Lieutenant Lawrence G. McConnell and Builder 1st Class Joseph A. Damico.

Quartermaster 3rd Class Dennis Lettenmaier skippered the third place sailboat; Quartermaster 2nd Class Emress Black and Seaman James Hahn made up the rest of his crew. They represented the Annapolis, Md., branch of the Naval Sailing Association, and they are attached to the naval station there.

The Great Lakes crew, representing the Ninth Naval District, finished in fourth place. Skipper was Lieutenant Howard M. McCue, and his crew were Lieutenant John M. Cregor and Hospitalman Richard W. Moxley.

MEETING ABOARD the Naval Training Center, the crew represented the top talent from the East and West Coast Championship competitions. The East Coast Navy title races were held at the Annapolis Naval Station. Besides those already mentioned, other crews from the East Coast came from the Naval Academy, Annapolis; the Naval Air Station, Pensacola, Fla.; and the Naval District, Washington, D. C.

From the West Coast came crews from the 13th Naval District, Seattle, Wash., and the 11th Naval District, San Diego, Calif. The West Coast Championships were completed at Coronado.

In addition, the USNSA, because of its contributions to recreational sailing in the Navy, was permitted to send one crew from each of its more than 30 branches to Great Lakes without first having those crews compete in a coastal championship. Representing USNSA branches were crews from USS *Forrestal* (CVA 59) at Norfolk, Va., and, of course, the champions from New London, Conn.

LIFERAFT RACING and other assorted fun

FOURTEENTH NAVAL DISTRICT had a different kind of celebration at Pearl Harbor which offered something splashingly new in Navy anniversary parties—liferaft races. Dubbed "The Race for the Suds," by a local newspaper, the races featured seven-man paddling teams representing more than 20 ships homeported at Pearl Harbor.

Unlikely winner of the day's events turned out to be an underdog crew from the submarine USS *Swordfish* (SSN 579). They had practiced only once before the race, but they were all members of the same division—*Swordfish's* "A" gang. They were "recruited" by their CPO, Chief Machinist's Mate Ken Sturtz.

The *Swordfish* Seven, led by their full-bearded and mustachioed chief, were not expected to win because they had recorded only the second best time in eliminations between submarine crews. They had a 1:58 heat to USS *Flasher's* 1:49, best of the day over the 772-foot course down Mike piers 1 and 2. The finish was at Merry Point Landing, across from the Naval Station Exchange, a well-known landmark to any Navyman who's been to Pearl Harbor.

BECAUSE SUBMARINE OFFICIALS previously had not announced that the winner was determined by the best time, *Swordfish* and *Flasher* were matched again in a special run-off. *Swordfish* splashed to victory with a slower time (two minutes) than the first race but it was good enough to take the finals.

USS *Beaufort* (ATS 2), representing Commander Service Force, Pacific Fleet, turned in a time of 2:05 in the heats, and representing the Destroyer Force was USS *Whipple* (DE 1062) with a fast 1:58. *Whipple* carries the motto, "Resources Beyond Calculation," in bold letters across her superstructure. She was almost as strong this year as she was last year when her crew crushed all opposition in the tug-o'-war contest at the Navy Day open house in Pearl Harbor.

In this year's event, the *Beaufort* crew grabbed the early lead; the submariners remained close behind and looked wet and tired from paddling the extra heat in the eliminations. Then, at the midway point, *Swordfish's* gang caught *Beaufort* and sped to victory, banging the nose of their liferaft against Merry Point Landing in the winning time of 2:12. *Beaufort* was second with a 2:15 and *Whipple* finished last in 2:37.

The rivalry between destroyer, submarine and service force sailors was spirited. Ships' personnel, including many commanding officers, lined Mike piers on one side and Bravo piers on the other to cheer on their shipmates. This year's event was sweet revenge for the submarine Navy, which has finished dead last

in the tug-o'-war contest every year. They claim they don't have enough beefy sailors from among their small crews to match the surface Navy.

Swordfish paddlers were EN3(SS) James Knowles, MM1(SS) Leland Kidder, MM3(SS) Edwin Geiger, FA Wesley Mulvania, MM2(SS) Freddie Petit and MM3(SS) Lorry (Bo) Barnes—coxswain was MM3-(SS) Richard Huggins.

THE REWARD WAS ALSO SWEET (and sweet-tasting at that), two 15½-gallon kegs of beer. The thirsty *Swordfish* crew guzzled down the 31 gallons in less than five hours during two ship's official softball games.

Consolation prizes were awarded *Beaufort* and *Whipple;* each received a 7¼-gallon keg, which they put away while swearing oaths to "beat those guys next year."

Liferaft races were the brainchild of Lieutenant Commander Norman M. Karns, Jr., of the 14th Naval District's staff. The rafts, standard seven-passenger Navy type, were not easy to paddle with speed and even harder to guide in a straight line.

Six rowers were allowed to sit inside or straddle the raft while a coxswain, sitting aft, guided the boat with another paddle. But teams in need of practice found themselves steering a zigzag course. Teamwork, rather than brawn, proved the margin of winning.

The winner's plaque, presented by Rear Admiral John L. Butts, Jr., district commandant, was mounted with two beer bottlecaps, symbolizing the prized kegs of beer. Two Honolulu television stations covered the races and one radio station broadcast the entire show live.

THE DAY'S EVENTS also featured a 142-piece marching band with high-stepping drum majorettes and girl cadets from Sunnyvale, Calif. The band opened the noon-hour show—they were in Honolulu for the annual Aloha Day Parade in Waikiki the next day.

Entertainment also was provided by the Pacific Fleet band led by Lieutenant (jg) Phil Field. Hawaiian entertainer Danny Kaleikini and his troupe of dancers, singers and musicians added to the festivities.

Vice Admiral George C. Talley, Deputy Commander in Chief of the Pacific Fleet, cut one of the birthday cakes with the help of pretty Charlene Towers, who was the cover girl for the posters used to publicize the event. The cakes were mainly provided by the galley crews from the Submarine Base and the Naval Station. First slice was presented to Seaman George A. Gibbons, who was chosen as the most outstanding man from the Pearl Harbor Naval Station.

Top: The USS Swordfish crew hit Merry Point Landing first to win liferaft race during the Pearl Harbor Navy Birthday celebration. Bottom, left to right: The Swordfish paddling team scrambles ashore to claim the 31 gallons of beer they won for their shipmates. (2) Nalani Olds, singer in Danny Kaleikini's troupe, entertains the crowd. (3) SN George Gibbons accepts the first slice of Navy Birthday cake from poster girl Charlene Towers. (4 & 5) Danny Kaleikini and hula entertainers liven up the liferaft races.

Human Resource Development Centers:

'VITAMIN PILLS' FOR A HEALTHY PEOPLE PROGRAM

MOST NAVAL PERSONNEL are familiar with such facilities as Fleet Training Centers, Recruit Training Centers, Electronics Support Centers, Naval Material Centers, and Navy Supply Centers. These are primary points of broad managerial functions within the Navy—they provide assistance to the Fleet in the managing of dollars, material, education, and manning.

Within the last year, four new centers have been established to address another management function—the management of people. These centers are called Human Resource Development Centers and are located in Newport, Norfolk, San Diego and Pearl Harbor.

RECOGNIZING THAT PEOPLE are the Navy's most expensive and vital element and that the Navy must continue to explore the most modern and progressive means of managing this element, the Navy has established these centers as direct field representatives of the Human Resource Development Project Office (Pers-Pc) in Washington.

They will spearhead the implementation of programs and provide assistance to the Fleet in the areas of Race Relations Education, Command Development, Intercultural Relations (getting along with people in an overseas environment) and Drug and Alcohol Education and Rehabilitation.

The programs which were designed over varying lengths of time in Washington by both civilian and military personnel will inject into the management of people and human behavior the same degree of professionalism, proficiency and understanding that is currently prevalent in so many other areas.

While the groundwork and planning for these centers have been in the mill for almost a year, their existence has had a fairly "low profile." As one planner in Washington said, "Until these centers were established and manned, we felt the time was not ripe to publicize them. The areas they will be working in are so vital that we could not afford to raise the Navy's expectations before we were ready to produce."

Now, more than a year later, these centers are being rapidly manned and are getting on the line. Each center is headed by a captain and his executive officer will also be a "four-striper." Their staffs will consist of 58 active-duty naval personnel specially trained in at least one of five fields—race relations, command development, intercultural relations, drug and alcohol education, and alcoholic rehabilitation.

Their training is on the most contemporary and sophisticated level currently available, often drawing on the talents of civilian consultants. All these personnel will have specific qualifications not only in the areas of their particular specialties, but also a general approach to managing human resources, or people.

THE UNIQUE THING ABOUT these centers is that their assistance must come *strictly on a request basis.* While the Navy has developed effective models for troubleshooting or problem-solving teams in material and financial matters, there are no known comparable designs with respect to people. It is impossible for a team or group to go aboard a ship and straighten out the management of people. Rather, the effort is one of consulting, or working with the commanding officer to develop on-board programs.

The commanding officers of the centers have all been chosen from a list of highly qualified and proven Navy professionals. HRDC Newport, which was established officially in April 1972, is commanded by Captain K.

H. Lyons, whose previous billet was as CO of USS *Wasp* (CVS 18). San Diego was established at the same time and its commanding officer is Captain G. R. Bradford, ex-commanding officer of USS *Robert A. Owens* (DD 827). Norfolk was the next center to be established (July 1972) and its CO is Captain R. S. Tisdale, previously COMDESRON 20. Captain D. L. Banks, Jr., ex-CO of USS *Samuel Gompers* (AD 37), is in command at HRDC Pearl Harbor, which was officially established on 1 Aug 1972.

The four Human Resource Development Centers work in tandem with five other field activities in the rehabilitation area. As the Project Manager, Captain O. N. Putman, said, "We would like to think that our programs and the HRDCs can prevent most problems but, in fact, that is a naive outlook. Some individuals run into rough going, and we feel obliged to help them get back on track." There are two Naval Drug Rehabilitation Centers (NDRCs), one at Miramar and the other at Jacksonville. They are commanded by Captain C. N. Pierozzi and Captain W. Moore, respectively. The Alcohol Abuse Control Program has three centers: Long Beach, Norfolk and Great Lakes. The commanding officers of these are Captain J. J. Zuska, Commander A. Croft and Commander J. Woodyard.

IT IS SOMETIMES ASKED why there are just four HRDCs, since the magnitude of the problems which they will address would seem to warrant great dispersion. While in fact this is good logic, limited resources have held up any immediate further expansion. Second, it is also recognized that there is a necessity for short-term evaluation and assessment before broader application can be effected. A study has shown that over a five-year period the majority of naval personnel do, in fact, pass through one of these four areas in some primary duty.

The most common misunderstanding concerning HRDCs which must be overcome is that these centers are cure-alls or panaceas for commands with problems, or that they have a magic formula. That, of course, is not the case. The centers can be likened to vitamin pills. More to the point, there is no formula which applies to all commands.

As one of the HRDC commanding officers said, "Sometimes people call us up and say they want our 'race relations package' or 'drug education package.' This reflects the kind of confusion that we must overcome. We offer resources and assistance for commands to develop their own designs. We help diagnose problems, but we don't hand out standard solutions. Only commanding officers can do this. We should be seen as another tool for COs."

THERE ARE CERTAIN BASIC STEPS which can be taken to start "human resources analysis" and offer assistance within the command level, and to this extent the Human Resource Development Centers act in a traditional manner. In Race Relations, for example, the centers conduct two three-day seminars, one called UPWARD (Understanding Personal Worth and Dignity) and the other called the Executive Seminar.

These seminars are designed to be given with a command involving middle managers and supervisors in the former, and the upper levels (CO and department heads) in the latter. After the sessions, the CO sits down with his consultants and constructs an individualized action program on board his command aimed at continuing race relations education.

In the field of Intercultural Relations—Navymen probably come in contact with the people of foreign countries more than any other group—the centers sponsor "Area Orientation Briefs" and workshops. These are aimed specifically at ships during Preparation for Overseas Movement (POM) and will be tailored mostly to the areas on a ship's port schedule. The more significant element of this program is actually carried out once a unit arrives overseas, when ICR teams work on scene to help combat what is familiarly known as "culture shock." To date there are no HRDCs overseas, although long-range plans look in this direction.

With Drug and Alcohol Education, trained drug education consultants from the HRDC work with local drug education specialists to further distribute Drug Education Kits and implement individualized drug education programs on board ships. All these specialists will provide practical information and assistance on all drug related issues.

THE DRUG AND ALCOHOL EDUCATION KITS are made up of mini-projectors, videotapes, tape recorders, tapes, and books. They are designed to provide the basic cognitive material for any on-board drug education program.

Alcoholic rehabilitation will be offered through the services of the HRDC's three trained consultants who will coordinate with local AA groups, commands, and already identified recovered alcoholics. They also will act in liaison with alcohol rehabilitation centers and units.

The broadest of the five program areas—and what is often called the "umbrella" for all of them—is the Command Development Program. While specific incidents or problems may pinpoint action areas for some commands, others in fact may just want to take a more general approach, that is, the analysis and development of the entire organization—its management and its mood. This program has its counterpart in private industry, organizational development, and, in fact, has been lifted almost directly from industry, where many of the same problems and pressures are prevalent.

ACTUALLY, all the areas discussed here can profit from improved management abilities; consequently, the Command Development Program assists in any phase.

Through a one-week seminar, a survey held on board, and close work with consultants, the commanding officer and his command can achieve careful analysis of their organization and assistance in developing their own program. This program uses proven principles in this field and pertinent concepts of behavioral science.

- ALIEN ADDRESS REPORTS DUE DURING JANUARY

If you have an alien registration card and are in the United States or one of its possessions on 1 January, you must report your address during the month of January 1973. Alien Address Report Cards may be obtained and filed at the nearest post office. If you are outside the United States or its possessions, you must report your address within 10 days after your return. Be sure you submit your Address Report on time, as there are severe penalties--including deportation--for noncompliance.

- EQUAL OPPORTUNITY ASSISTANT BILLET CREATED FOR STAFFS

An Equal Opportunity Assistant billet for each of the 22 fleet, force or type commander staffs was recently authorized by Chief of Naval Operations Admiral Elmo R. Zumwalt, Jr. Officers filling these permanent billets will assist commanders in providing subordinate commands with specific guidance for race relations education, establishment of equal opportunity programs, and initiation of other command development projects. The Equal Opportunity Assistant will not replace the existing command Minority Relations Representative who will continue to function in his present collateral duty role.

- DEPENDENTS I. D. CARD APPLICATION MADE EASIER

Recent changes announced by BuPers have now made it easier for dependents to obtain new, or replace lost or stolen, I. D. cards. Instead of applying directly to their sponsor's activity, dependents may now apply for I.D. cards at the nearest naval activity authorized to issue them. This activity will verify the claimed dependency with BuPers or, if necessary, with the sponsor's activity and, upon certification, issue the I. D. card. The new policy also applies to retired people and their primary dependents and is detailed in Change 3 to BuPers Instruction 1750.5D.

- STATE OF WASHINGTON VIETNAM BONUS

The State of Washington recently became the 10th state to authorize a bonus for its Vietnam veterans. A $250 bonus has been authorized for veterans and servicemen who have been awarded the Vietnam Service Medal and who were residents of Washington for at least one year before entering active duty. Certain career service people, those in the armed forces five or more years immediately before 5 Aug 1964, are not eligible. Applications for the bonus are now available by writing to: Vietnam Veteran Bonus Division, P. O. Box 586, Olympia, Wash. 98504. Payments will begin on 2 Jan 73. Other states having a Vietnam bonus are Connecticut, Delaware, Illinois, Louisiana, Massachusetts, North Dakota, Pennsylvania, South Dakota and Vermont.

- LEAVE BEFORE SEPARATION: POLICY MODIFIED

If you need more time to get started in college than is authorized in an early separation program or if your prospective employer wants you to start work a couple weeks before your EAOS, you should now have an easier time making such arrangements due to a recent policy modification concerning leave in connection with separation. If you have leave on the books and your command can spare you, regardless of where you are located, your CO may authorize you to take leave of less than 30 days on your way to a separation activity of your choice--but at no additional cost to the government. This eliminates the requirement to return to your parent command at expiration of leave for separation processing. For more details, see your personnel officer.

• ADVANCEMENT EXAMS COMING UP SOON

If you've got your practical factors, military leadership exam and recommendations in order, you should set your sights on the date listed below for the test you'll be taking. Following is the schedule for the February 1973 Navywide examinations for advancement to PO3 through CPO. It should also be noted that, beginning with this examination, CPO exams for all active duty people will be given on an annual basis so there will be no CPO exam in August.

• Petty officer 3rd class:	Tuesday	6 Feb 73
• Petty officer 2nd class:	Thursday	8 Feb 73
• Petty officer 1st class:	Tuesday	13 Feb 73
• Chief petty officer:	Thursday	15 Feb 73

• NEW INCENTIVES FOR YNs AND PNs COMING TO WASHINGTON

Some new incentives, including the Navy's first "homesteader" program, are now being offered to yeomen and personnelmen who volunteer for duty in the Washington, D. C., area. These new incentives are: guaranteed one-year extension of shore duty; inter-area COMPTOUR at the midpoint of a shore tour exceeding 48 months (upon request); and guaranteed return assignment to Washington, D. C., for those who request it and remain qualified. BuPers Notice 1306 (7 Nov 72) contains the details, and further information can be obtained by contacting YNCS Don Hibbitis or PN1 Bill Yaeger, Pers-B2022 (Autovon: 224-2217 or 224-2615).

• SPANISH-AND PORTUGUESE-SPEAKING INSTRUCTORS NEEDED

The Bureau of Naval Personnel is looking for enlisted people who are fluent in Spanish or Portuguese and would be interested in instructor duty at the Inter-American Naval Training Center at Key West, Fla. The center was established in September to train members of South American navies in basic naval skills, and instructors in the following ratings are urgently needed: BM, GM, QM, EN, EM, EA, CE, CM, SW, UT and HM. Those selected will serve a three-year tour at the center and, if applicants meet the qualifications for instructor duty outlined in Chapter 5 of the Transfer Manual, any pay grade will be considered. Anyone interested in volunteering for this program should submit a special duty request, via the chain of command, to BuPers (Pers-B2021) or call (Autovon: 224-2196) for additional information.

COST PROHIBITS MORE BACHELOR HOUSING FOR FLEET PERSONNEL

Navy bachelor quarters ashore are not normally provided for people serving in ships except for the off-crew of two-crew submarines, ships of 1000 tons full load displacement or less, and small vessels lacking quarters. A recent study indicated that the cost--more than $700 million--to construct adequate quarters for Fleet personnel is prohibitive, at least for the foreseeable future.

However, some activities currently have "inadequate" housing available where Fleet Navymen could be housed and still not deny space to those who are guaranteed housing. OpNav Instruction 11012.20 provides that members serving in ships and not maintaining a residence at the homeport location are entitled to occupy Navy bachelor quarters ashore on a space-available basis.

NEED STILL EXISTS FOR SPANISH-SPEAKING NAVY RECRUITERS

Applications are needed immediately by the Navy Recruiting Command from Navy personnel fluent in Spanish to fill billets as recruiters in large cities across the land. Personnel of Mexican descent are needed for vacancies which will occur in the spring in Denver, Colo., and Houston and San Antonio, Tex. Future assignments will involve billets in Los Angeles, Calif., Albuquerque, N. M., Oklahoma City, Okla., and Dallas and El Paso, Tex.

Assignments for Navy personnel of Puerto Rican descent -- also fluent in Spanish -- are available in New York City and Newark, N. J.

Enlisted men eligible for shore assignment -- who meet all requirements in Chapter Four of the Enlisted Transfer Manual -- should submit their requests for recruiting duty to the Chief of Naval Personnel, via their commanding officers. Such personnel should be highly motivated and meet the highest professional and personal standards in order to be selected.

LEAD-FREE GAS TO BE SOLD AT ALL EXCHANGE SERVICE STATIONS

The Navy Resale System is planning to include lead-free gasoline at all exchange service stations by 1 Jul 1974. This move is in line with Environmental Protection Agency regulations which are expected to require lead-free gas at all service stations, civilian or military, by that date. The additional service will allow Navy people, including those owning newer cars requiring unleaded gasoline, to take advantage of exchange prices.

NET WORTH BALANCE SHEET OFFERED BY CAREER COUNSELORS

You should know where you stand before you leap, and your Career Counselor can help you find out. By consulting "Your Career Planner" (NavPers 15136B), he can help you fill in the computation found there and provide you with a "Net Worth Balance Sheet." This can tell you what a carpenter in Rochester or a mechanic in Portland can expect to make and how much it will cost him to live in those places. The planner can help you compare those figures with what you would make if you decide to make the Navy a career. How do your Navy pay and benefits compare with what you will be making and spending in civilian life? Before making a final decision on a career in the Navy, check your command career counselor and make out your "Net Worth Balance Sheet" for the answer.

- FIRST FLEET TO BE DISESTABLISHED, THIRD FLEET CREATED

The Commander in Chief Pacific Fleet recently announced that the First Fleet and ASW Forces Pacific will merge on 1 February to form a reactivated Third Fleet. Consolidation of the two commands reflects the Navy's objective of reducing fleet staffs to achieve personnel and fiscal economies while retaining effective control and supervision of assigned operational units. The new Third Fleet Command will be homeported at Ford Island, Pearl Harbor, Hawaii.

- NIMITZ INITIALLY TO BE HOMEPORTED IN NORFOLK

The Navy's second nuclear-powered aircraft carrier, Nimitz(CVAN 68) will be temporarily homeported in Norfolk, Va., following her commissioning next September. The 95,000-ton attack carrier, currently under construction at Newport News, Va., will carry a crew of 130 officers and more than 2900 enlisted people. This initial assignment of Norfolk as home port is intended to eliminate long family separations for the commissioning crew. Upon completion of her fitting out period and shakedown operations around August 1974, Nimitz is expected to be homeported on the West Coast.

- CHOLERA VACCINATION REQUIRED FOR AUSTRALIAN TRAVEL

Australia now requires vaccination against cholera for all arrivals into the country except people who have been in the United States for the preceding seven days who arrive in Australia directly from the U. S. or through the South Pacific. This measure was taken because of the recent importation of cholera cases to Europe.

- DEPENDENTS' SCHOLARSHIP APPLICATIONS DUE SOON

If you have a child approaching college age or already enrolled in college, he or she may be eligible to compete for various scholarships which have been made available by Navy-oriented clubs and associations. Applications for these scholarships, which are awarded by the sponsoring organizations on the basis of financial need, character, and scholastic record, must be submitted to the Chief of Naval Personnel (Pers-P511) before 15 Mar 73. In most cases, scholarship awards are made to dependent children--including adopted children and stepchildren--of members of the Navy, Marine Corps, and Coast Guard who are on active duty, retired with pay or deceased (while on active duty or with retired pay). The official definition of dependent child is an individual who is unmarried and under age 21, or under 23 if enrolled in a full-time course of study at an approved institution of higher learning. For more information about the scholarships available and application procedures, see your personnel officer about BuPersNote 1755 (29 Nov 72).

from the desk of the Master Chief Petty Officer of the Navy

"One Navy"

MCPON JOHN D. WHITTET

PROGRESS toward equal opportunity and good race relations doesn't come easy.

About two years ago, Admiral Zumwalt initiated the first in a series of vigorous programs designed to do something about improving equal opportunity within the Navy. To date, there have been numerous equal opportunity/race relations programs and Z-grams affecting minority group members of the Navy. Many of these programs have worked admirably. Good dialogue and grievance-handling procedures have been established on board most ships and stations. All of these programs have been calculated to stimulate equal opportunity, heighten our sense of responsibility and promote firm but fair leadership.

THESE PROGRAMS deserve our wholehearted support. No one goes his way alone in life or in the Navy. Each of us has to move over a little bit and make room for the pride and self-esteem of our shipmates. When you come right down to it, the face-to-face, heart-to-heart relationship ultimately determines the success or failure of any of our people programs. The spoken or unspoken word, the tone of our voices, an arrogant or selfrighteous attitude, even a facial expression—all can work to undermine the progress that has been made or the progress that can be made.

All of us, regardless of our age, background, rate, color or years of service should be aware of and sensitive to the wants and needs of our shipmates. This is a very basic foundation of contemporary leadership. We must learn to be open, honest and fair in our relationships and to insist upon the maintenance of discipline through strict adherence to regulations.

EQUAL OPPORTUNITY requires equal responsibility. A racial problem is really a mutual problem with misconduct on all sides. Progress requires trust, communication and teamwork. No one has a license to take advantage of his shipmates or to take the law or government property into his own hands. Like a reward for good performance, punishment for unlawful behavior is a necessary part of Navy life. Navymen and Navywomen who violate a regulation or a lawfully given order may expect to receive an appropriate punishment.

All Navymen and Navywomen have an obligation to observe the rights and respect the dignity of others without prejudice or discrimination. This is as true for the man who makes out watch bills or cleans a compartment as it is for the leading chief or commanding officer. What one gets in this regard is roughly equal to what is given. Arrogance is apt to be met with arrogance . . . indignity with indignity. A slur is like throwing garbage off to windward.

WHITE, BLACK, MALAYAN, SPANISH-AMERICAN, OR INDIAN, we are all in the Navy together. Cooperation and racial harmony are not just ideas; they are absolutely essential. The idea of having "one Navy" is not an excuse for ignoring important racial or cultural differences. On the contrary, because of the "one Navy" concept, it is possible for us to have the kind of society that encourages human rights and strives for equal opportunity.

I know that the pressure of extended operations can make it rough, but we must get on with the business of creating an *equal* opportunity Navy. The opportunity for genuine progress has never been greater. Lend a friendly hand, shipmate. It's an ALL HANDS job!

Work Uniforms Tested, Improved

PRACTICALLY EVERY MAN in the Navy knows a new working uniform is being tested before being approved for general use. The Navy does this by subjecting models of apparel to actual working conditions. Here is a brief situation report on problems encountered and measures taken to counter them.

- Shrinkage—All washable woven fabrics in Navy clothing should not shrink more than 0.2 per cent when laundered. This is the standard for sanforized clothing and there have been reports that the new cloth being used in the models shrinks more than the allowable maximum. The Defense Personnel Support Center (DPSC) which sets military uniform specifications, found that indeed there were a few cases where material shrank more than the allowable 0.2 per cent. However, DPSC also discovered that the excessive shrinkage usually occurred through overloading washers and dryers. The Navy Resale System has emphasized the importance to Navy laundry service teams that washers and dryers should be loaded only within the prescribed machine capacities. Uniforms improperly laundered at home or in coin-operated laundries are liable to excessive shrinkage.
- Excess Weight—Other complaints centered on trousers and shirts (particularly the latter) note that they are too heavy to be comfortable in warm weather. Blue utility uniform fabrics heretofore tested have been half nylon and half cotton fabrics, woven 6.0 ounces per square yard for shirting, and 9.0 ounces per square yard for trousers. In an attempt to make the clothes more comfortable in warm weather new fabrics have been designed of 65 per cent polyester and 35 per cent cotton; 4.5 ozs/sq yd for shirts and 7.0 ozs/sq yd for trousers. Enough material for 500 test shirts and trousers has been ordered for fleet evaluation which began January 1973.
- Durability—Aircraft servicing crews say their standard olive green cotton utility trousers aren't sufficiently durable. They also maintain that sea-prest polyester/cotton permanent press white uniforms sold in Navy exchanges lack durability, too. Some have noted that the Army fatigues authorized for use by Seabees are more durable than cotton denim dungarees but, for carrier flight and hangar deck use, aren't equal in wear resistance to the new standard blue nylon/cotton utility work trousers. These are a sea bag item but may also be issued as organizational clothing. An additional standard item of organizational clothing is a kelly green coverall with padded knees and elbows, and special seams designed for catapult hookup crews in order to resist the abrasive wear of the non-skid deck compound.

Combined use of the catapult crew coveralls and the blue utility trousers should eliminate complaints from carrier aircraft servicing crews about durability. The lack of durability concerning "sea-prest" white uniforms has been referred to the manufacturer.

Trip Checks Feasibility Of Traveling Detailers

THERE MAY COME A TIME in the not-too-distant future when special teams of detailers will travel to the fleet for a face-to-face discussion about your next set of orders.

Such a trip was tested recently by members of the Bureau of Naval Personnel (BuPers) detailing staff who traveled to various naval activities in the Norfolk, Va., area. They met with nearly 7000 enlisted personnel altogether during eight "Detailer Briefings" conducted by the head of the BuPers detailing section, Rear Admiral J. D. Watkins, USN.

During his presentation, ADM Watkins revealed some of the causes for the Navy's current manpower shortages and said that future shortages are expected to result from a recent cut in the Navy's payroll account. However, the recent changes in enlisted distribution (especially the new Centralized Assignment System in which all petty officers and strikers are detailed by BuPers) are designed to best utilize the limited manpower available while, at the same time, guaranteeing that the individual is treated as fairly as possible. Pay bills before Congress, the Nuclear Duty Bonus Bill just passed by Congress, and other pending incentive-type bills are all part of the effort made to enhance the attractiveness of the Navy as a career. The main focus is providing the test treatment to the individual, the admiral said, in both pay and job satisfaction.

A MORE EFFECTIVE METHOD of assigning personnel has been developed which should support job satisfaction. Using modern data processing equipment, the detailer can now quickly obtain a variety of pertinent information on an individual from the computer and use it to make better assignment decisions.

One of the factors studied is data obtained from evaluation records. The new Optical Character Reader (OCR)-type evaluation sheet in use for chief petty officers has proven to be a valuable tool for detailers and, according to the admiral, BuPers has planned a special OCR-type evaluation sheet for E-5 and E-6 personnel and another for E-4s and below to aid in detailing assignments. Other selected information from service records and duty preference sheets also has been fed into the system, thereby removing much of the guesswork on the part of the detailer as to which individual is best suited for a particular job.

It's doubtful that face-to-face detailing on a large scale is in the Navy's immediate future. But, based on the numerous status improvements emphasizing the personal approach toward job satisfaction, the Navy should—within the next three years—be one of the most attractive careers available to young Americans.

—JOC Ken Ledbetter, USN.

CWO Parsons lines up a shot in WSALs "live" broadcast studio. Control room is visible through window in background.

WSAL

It used to be that to watch closed-circuit television aboard a ship, you had to go to an aircraft carrier. After all, it was said, smaller ships didn't have the population or the facilities to make closed-circuit television feasible.

Well, that kind of thinking has now officially become part of the "old Navy." The installation of closed-circuit TV facilities aboard USS *LaSalle* (AGF 3) this summer has put an end to it.

LaSalle's facilities are the first of some 135 which will be installed aboard ships of guided missile destroyer size and larger as part of the Navy's internal information program. While *LaSalle* started off with black and white TV, all ships following her in the program will be equipped with color TV systems. The

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List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here is a list of the movies being made available to ships and stations from the U. S. Navy Motion Picture Service. Movies in color are designated by (C) and those in wide screen by (WS).

Fuzz (C) Comedy Drama; Burt Reynolds, Raquel Welch.

Prime Cut (C) (WS) Action Drama; Lee Marvin, Gene Hackman.

Lady Liberty (C) Drama; Sophia Loren, William Devone.

Pickup on 101 (C) Melodrama; Leslie Ann Warren, Jack Albertson.

The Groundstar Conspiracy (C) (WS) Drama; George Peppard, Michael Sarrazin.

Slaughterhouse-Five, Comedy Drama; Michael Sacks, Ron Leibman.

Chato's Land (C) Western; Charles Bronson, Jack Palance.

Puppet on a Chain (C) Adventure Thriller; Barbara Parkins, Sven-Bertil Taube.

The Burglars (C) (WS) Suspense Drama; Omar Sharif, Dyan Cannon.

The Sandpit Generals (C) (WS) Drama; Alejandro Rey, Guilherme Lamounier.

The Public Eye (C) (WS) Romantic Comedy; Mia Farrow, Topol.

The Resurrection of Zachary Wheeler (C) Drama;

TV arrives aboard USS Severn

The introduction of television to the shipboard way of life has had a definite impact on both morale and command-to-crew communications. For the most part it has created a greater mutual understanding of purpose of mission for many.

Such is the case aboard the oiler USS *Severn* (AO 61), first Atlantic Fleet Service Force unit to install

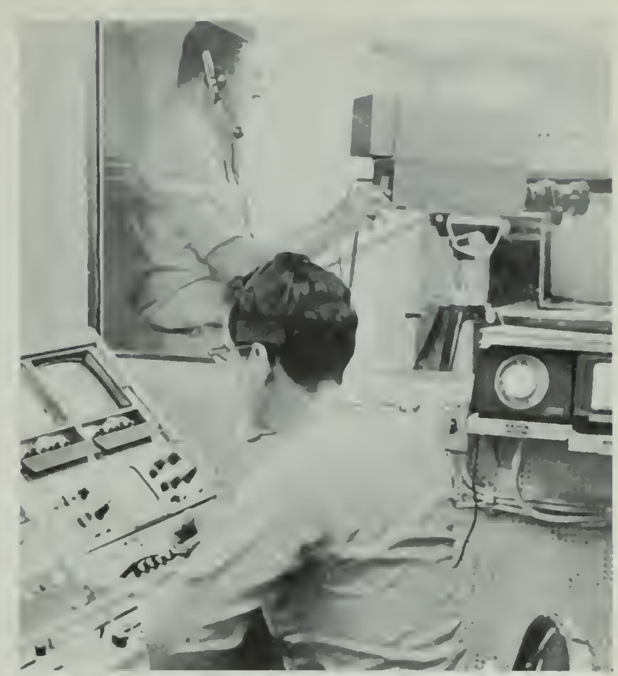
USS LaSalle's own TV station

overall plan is to improve the quality of shipboard life.

LaSalle's television station, which is operating with the call letters WSAL, can broadcast videotape, motion picture film, and live programs in black and white over two channels to some 14 television screens located throughout the ship.

The station receives 55 to 60 hours of filmed programs each week from the American Forces Radio and Television Service while deployed in the Indian Ocean.

The station aboard *LaSalle* is, by necessity, small and limited in its broadcast abilities. Yet, it signals an important beginning in the Navy's efforts to improve and widen the amount of information and entertainment made available to ships' crews.


IC1 Morrison checks CWO Parson's shot on his WSAL monitor.

Leslie Nielson, Bradford Dillman.

Duck You Sucker (C) (WS) Action Drama; Rod Steiger, James Coburn.

The Revengers (C) (WS) Western; William Holden, Ernest Borgnine.

Revenge Is My Destiny (C) Drama; Chris Robinson, Elisa Ingram.

George (C) Comedy; Marshall Thompson, Jack Mullaney.

Carry On Henry (C): Comedy; Sidney James, Kenneth Williams.

The Nightcomers (C): Melodrama; Marlon Brando, Stephanie Beacham.

Twins of Evil (C): Horror; Peter Cushing, Dennis Price.

Frenzy (C): Suspense Drama; Jon Finch, Barry Foster.

Dr. Jekyll & Sister Hyde (C): Horror; Ralph Bates, Martine Besivich.

War Between Men and Women (C): Comedy; Jack Lemmon, Barbara Harris.

Boxcar Bertha (C): Drama; Barbara Hershey, David Carradine.

Cancel My Reservation (C): Comedy; Bob Hope, Eva Marie Saint.

Night of the Blood Monster (C) (CS): Horror; Christopher Lee, Maria Rohm.

Cactus in the Snow (C): Comedy-drama; Richard Thomas, Maggie King.

The Stepmother (C): Drama; Alejandro Rey.

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a closed-circuit TV system for the purpose of education and entertainment.

Severn's initial program, a discussion between a crewmember panel and the ship's squadron commander, was so well received that the Force Commander, Rear Admiral Roy G. Anderson, was invited to participate in a similar get-together during an onboard visit at the Newport, R. I., naval base. As the participants discussed subjects ranging from Navy grooming standards to the pay raise, crewmembers viewed TV sets located on the mess deck, crew's lounge, CPO and PO1 lounges, and the wardroom.

Although not yet a part of the vast American Forces Radio & Television Service, WSEV-TV is representative of the systems, no doubt, that will eventually be installed in other ServLant units as funding becomes available. The *Severn* system cost $2000.

Furthermore, there are no provisions for showing regularly scheduled TV programming such as that seen on commercial networks. However, the oiler's closed-circuit equipment is used to pass command messages, report local news and sports events, and relay career counseling information, training and education programs and Project Awareness commentaries, on such subjects as drugs, marriage and minority relations.

There's a bit of irony in the fact that AO-61 was commissioned about the time television was initially recognized as a communications medium. That was some 28 years ago.

It was a long time coming—the announcement that "WSEV-TV is on the air."

Aiding the Ecology Effort

Artificial Reef

THE PEOPLE AROUND PORT EVERGLADES, FLA., like to go fishing and so does the crew of YAG 61, better known as the *Monob* (for mobile noise barge). Although the barge is assigned to the Naval Ship Research and Development Center at Carderock, Md., it is homeported in southern Florida and spends much of its time on-station in the Bahamas where it serves as a scientific test site.

When the barge returns to Port Everglades, how-

Navy Industrial Environmental Health Center Works Toward Clean and Safe Environment

INDUSTRIAL HEALTH and environmental pollution have become areas of intense awareness in recent years. The Navy, in its concern over these problems, has established the Navy Industrial Environmental Health Center. The center is located in Cincinnati, Ohio, and is under the command and support of the Bureau of Medicine and Surgery.

The duties and responsibilities of the center vary widely. Principal among these duties is that of protecting the health and well-being of the Navy community from hazards which may be encountered in its living and working environment.

In order to cope with the wide range of problems encountered by the center, its military and civilian staff have a diverse background in training and experience. The eight Navy and 16 civilian personnel include occupational health physicians and nurses, industrial hygienists, chemists, sanitary engineers, and an administrative staff. The majority of the staff spend a large portion of their time traveling to Navy stations and ships around the country in order to monitor occupational and environmental hazards.

The specialties of the center's staff overlap a great deal, but each member has an area of primary interest. The medical personnel are responsible for evaluating occupational health programs and making recommendations for improvement. The industrial hygienists are responsible for monitoring and evaluating ever, its crewmembers like nothing better than grabbing their fishing gear and heading into the Gulf where, with luck, they can haul in a few for the supper table. But recently, there has been a dearth of fingerlings and *Monob's* crew, along with the citizens of Port Everglades, decided something should be done. Marine predators, they concluded, were taking an inordinate toll among the area's young fish simply because the youngsters had no place to hide. Fish sometimes abound in other ocean areas because there is a protective reef in which they can hide from predators until the fingerlings are too large to be a mouthful for other fish. The obvious solution, therefore, seemed to point toward providing a reef.

The concerned fishermen decided they could not only build a reef but also cut down on air pollution by, instead of burning used tires, fastening several together, weighting them with concrete and sinking them two miles offshore. Holes were punched into the tires so that small fish could pass in and out and —voila, instant reef.

Drivers from the nearby naval ordnance facility collected and weighted tires; loaded them into their trucks and transported them to the dock. When all the reef makings were assembled, they were sufficient to make a respectable installment on a structure which was eventually to be three miles long and bear the name of Virgil Osborne, a retired Navyman who conceived the idea in the first place. The weighted tires were then loaded aboard the *Monob* and taken to a preselected site in the Gulf and dumped. On board for the occasion were local dignitaries as well as the families and friends of the crewmembers who turned a working party into a picnic.

After the tires had settled to the bottom, where they are now presumably providing protection for young fish, the crewmembers of the *Monob* and the fishing citizens of Port Everglades looked forward to the day when "the youngsters" would grow up and could be invited home for dinner.

Facing page, far left: The heavy modules are rolled into place. Facing page, right: The Mobile Noise Barge (YAG-61) gets underway in the turning basin at Fort Lauderdale, Fla. Above: Overboard go the modules at the reef site as crewmen begin the "drop" to provide marine life a "home."

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industrial exposure which may be of potential harm to the worker. This may include exposure to toxic chemicals, extremes of heat or cold, excessive noise, poor lighting, radiation hazards or any other industrial hazard which may result in harm to the worker. The sanitary engineers and pollution control personnel carefully monitor materials which the Navy discharges into the environment. This often takes the form of extensive air and water pollution monitoring.

In addition to the field personnel, the center utilizes its own chemists and laboratory in order to analyze samples brought in and to work out procedures for field monitoring. (It can also call upon other laboratories so that samples can be quickly and accurately analyzed in any situation.) The center has a mobile laboratory van which can be driven anywhere in the U. S. for on-site analysis. The center has the latest environmental monitoring equipment, most of which is portable and can be easily taken to monitoring sites. It also provides training and education. Several times a year it offers workshops in industrial hygiene and occupational medicine. There are at present two full-time occupational health residents fulfilling a year of on-the-job training to complete their residency training.

In 1965, managers in NAVORDSYSCOM saw the need for the type of services available from the center and established the group. With subsequent growth and increased utilization, its support was assumed by BuMed. NavOrd stations, however, continue as principal clients.

Although the Navy is far from solving its environmental and industrial hazards, the creation and utilization of the Navy Industrial Environmental Health Center is a big step toward the ultimate goal of a clean and safe environment.

Noise Pollution Study

A computerized program to predict the atmosphere's acoustical ray paths and sound dispersion in the air has been developed at the Naval Research Laboratory. The program may help predetermine noise (or the lack of it) at future airport sites by simulating the locations at which a plane's engine noise would strike the earth. The site at which noise pollution is the least could then be selected for a future air terminal.

The program was written for the CDC-3800 computer and accepts data in the form of temperature or sound speed versus height profile. Other data may also be entered.

SAN JOSE

. . . more than a city
. . . more than a song

THE CITY OF SAN JOSE in California is a leader in the fruit canning and packing industry. The city also is a giant in track and field athletic championships, and it's the town featured in Dionne Warwick's sizzling song that 204,000 people call home.

But to Navymen of the Seventh Fleet, the name *San Jose* is associated with a variety of items of importance to the ships of the Fleet and their crews—ranging from steaks, ice cream, watermelon, sodas, movies and popcorn, to wrenches, mail, jet engines, lumber—and 30,000 other items. The fast combat store ship *San Jose* is a "general store"—a supermarket on the high seas.

The 16,500-ton ship is the seventh and newest addition of her class to the Navy's floating supermarket chain. Nearly twice the length of a football field, she was designed to deliver refrigerated stores, dry provisions, technical spares, including aviation parts, and general stores type material to the Fleet at sea, thereby increasing Fleet endurance, and improving living

Above: USS San Jose (AFS 7). Left: A UH-46 Sea Knight helicopter airlifts groceries from the San Jose flight deck, bound for a waiting flattop.

conditions for shipboard Navymen. *San Jose* fills this order with precise delivery of men, equipment and supplies—vital necessities to the operating naval task forces, which are constantly on the move.

THE COMMISSIONING OF *San Jose* in October 1970 added additional versatility to the Navy's seagoing supermarket concept. And today, despite her youth, her exploits during early childhood are setting a precedent in modern logistic support. Employing the services of Helicopter Squadron Three, Detachment 103, along with a new transfer system called STREAM (Standard Tension Replenishment Alongside Method), *San Jose* can deliver more groceries in an hour than 100 shoppers can gather at a civilian supermarket in an entire afternoon.

An automated propulsion system. featuring air-conditioned control room, bolsters engineering efficiency, allows direct control from the bridge, and significantly reduces the size of the engineering crew.

A digital computer keeps track of the supply department's $5 million inventory.

In the crew's mess, there's green plush carpeting, wood-grained paneling, a low-hanging overhead with fancy electrical fixtures, color TV sets and bright, colorful paintings. Combined with tasty menus and soft music, the accommodations rival anything afforded by luxury liners and elite restaurants.

Under Captain James H. Morris, the 400 crewmembers of the Pacific Fleet Service Squadron Seven ship have made lots of friends, not only among other Navy ships, but also in their travels as seagoing ambassadors. This has earned their ship a reputation already as she pulls into a foreign port. And she's always on the go.

After visits to Acapulco, Mexico; Vancouver and Esquimalt, British Columbia; Seattle, Wash.; and San Francisco, Calif., *San Jose* sailed from Alameda in September 1971 on her first deployment to the Western Pacific.

Traveling to Subic Bay, Singapore, Kaohsiung, Hong Kong, and operating on Yankee Station off the Vietnam coast, she maintained a busy schedule making deliveries to combat units during numerous "swings on the line."

The skipper calls his crew "fantastic."

"This is my 14th ship," he said, "and I've never seen anything like it. The men all give 100 per cent. There's a special enthusiasm and special pride on this ship."

He points to the ship's high reenlistment rate as evidence of the Spirit of *San Jose*—100 per cent for career petty officers and 76 per cent for first-term eligibles, for an 88 per cent average.

A young petty officer said, "We have frequent rap sessions on the helo deck, and there is communication from the commanding officer on down to the newest seaman apprentice."

Even a "salty" seaman, after boarding *San Jose*, is ready to admit that the ship—like her namesake city—is superlative.

—Story and photos by JOC Glenn McDonald, USN.

Above: Data processing technicians program information for the ship's supply department computer. Below: A warehouseman rechecks his inventory in the huge refrigerated storage area below decks. Bottom: Captain James H. Morris addresses his crew on the fantail of the ship.

USS MOUN

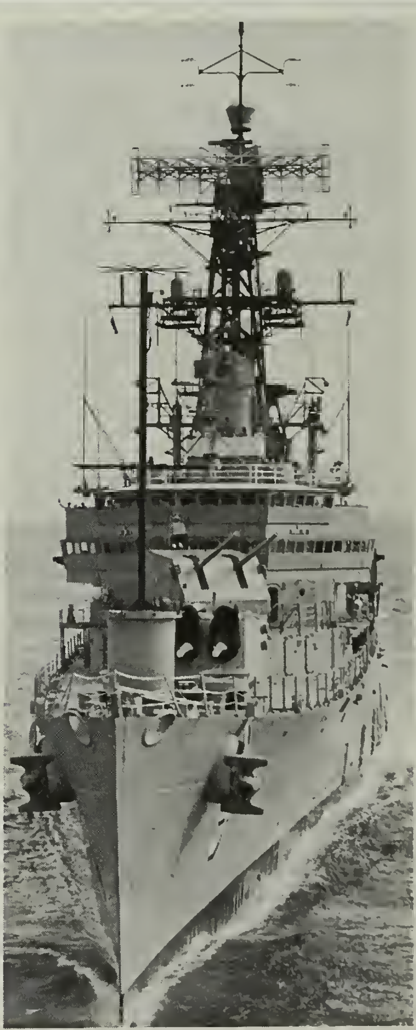
COMPUTERIZED AM

THE NAVY'S GROWTH in the age of computerization reached command facilities of amphibious warfare flagships with the introduction of a new air coordination system called the Amphibious Flagship Data System—AFDS—an outgrowth of the Naval Tactical Data System.

The new amphib system is operated by the Tactical Air Control Squadron assigned to a flagship and is designed to provide positive radar control of all aircraft in an amphibious operation.

In this way, the air staff of an amphibious task force can keep abreast of the overall picture of air operations. Previously, all guidance techniques used to control fighter and attack aircraft were performed by

SPACE AGE COMMUNICATIONS AT SEA



CAN A COMMUNICATIONS SATELLITE bring happiness to the men in the radio shack of USS *Oklahoma City* (CLG 5)? According to the ship's communicators it helped, for use of the satellite dramatically improved the reliability of the transmission path and increased the number of error-free messages.

USS *Oklahoma City* has one of the more sophisticated communications systems in the Navy. Her message center, in addition to employing the communications satellite, also has a computerized message processing and distribution system. According to the communicators' reckoning, *Oklahoma City* can handle more messages than any other ship in the Fleet.

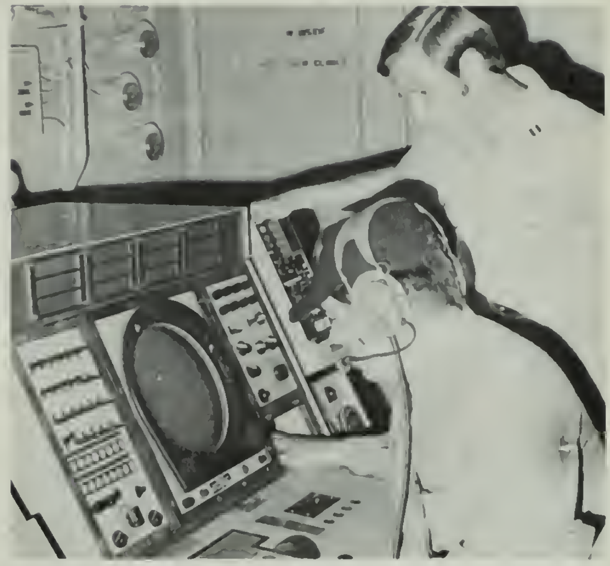
The heart of the system, which handles more than 3000 narrative messages a day, is the central processor which includes an all-purpose computer, a magnetic disc file and a high-speed line printer. An entry operator assigns action cognizance and internal routing to incoming messages and feeds them to the central

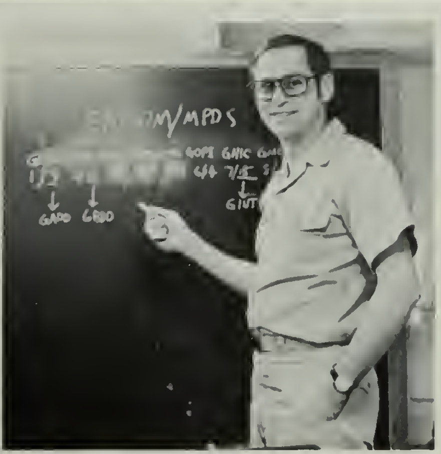
T WHITNEY

IBIOUS FLAGSHIP

manual methods.

Five tactical air control squadrons are trained in the use of the new computer systems installed aboard two amphibious flagships—USS *Blue Ridge* (LCC 19) and *Mount Whitney* (LCC 20). TACRONS 11, 12 and 13 support the Pacific Fleet amphibious effort while 21 and 22 operate with the Gator Navy in the Atlantic Fleet. Each of the TACRONS is made up largely of experienced naval aviators and air control men specially indoctrinated in amphibious warfare, and usually consist of 12 officers (including a liaison officer from the Army and one from the Marine Corps) and 28 enlisted controllers and support personnel.





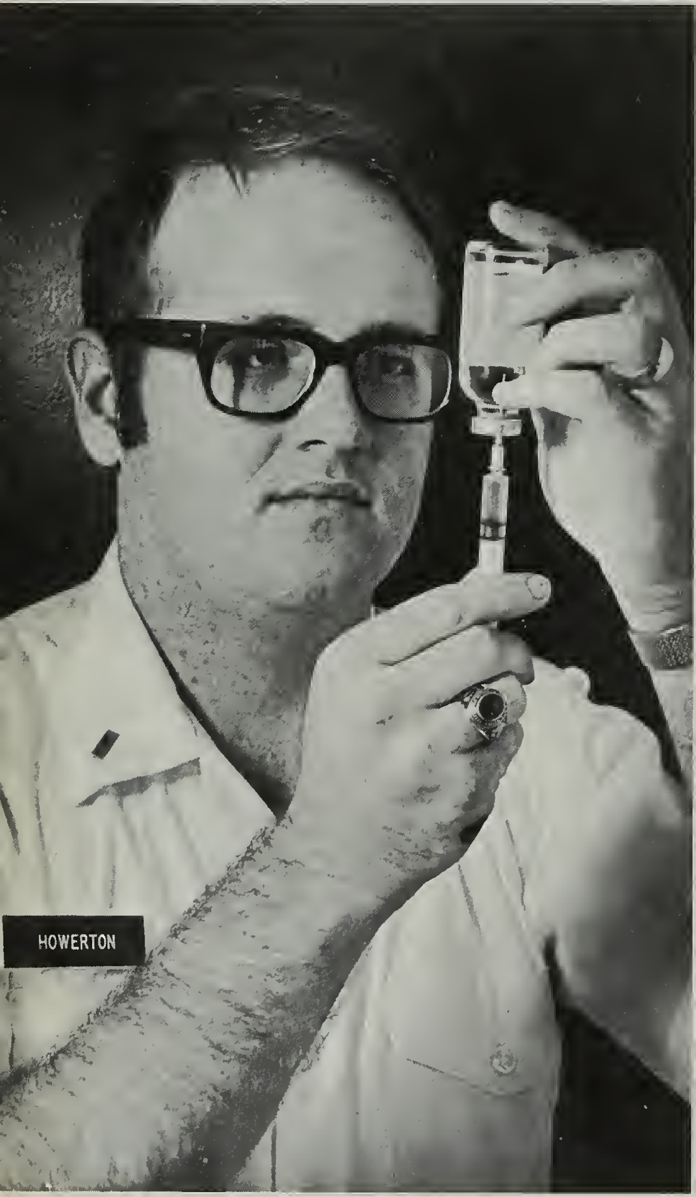
Far left: USS Oklahoma City (CLG 5). Left: LTJG Vance Lee adjusts the vital, multipurpose computer. Above: CDR William Curry describes Oklahoma's unique communications system. Above right: RM3 D. R. Charbeneau handles an incoming message. Below: A satellite that intercepts and transmits communications signals.

processor, which routes them to various printers located throughout the ship. The line printer, which operates at almost incredible speed, can provide an instant copy of the message while, at the same time, punching a teletype transmission tape, when one is required. All messages are routed to the magnetic disc file for a three-day storage period, after which they are transferred to a microfilm file where the messages are kept for up to two years. If required, an old message can easily be recovered from the storage device and quickly routed.

Except for about 50 hours, the communications system has been in constant operation for about two and a half years, thanks largely to the efforts of Lieutenant (jg) Vance Lee, the ship's Message Processing and Distribution System Officer. The lieutenant also credits the system's reliability to its own ruggedness which helped it survive gunfire shock and the other hazards of naval shipboard environment.

MALE NURSE

A GROWING CAREER OPPORTUNITY



"With loyalty will I endeavor to assist the physician in his work and devote myself to the welfare of those committed to my care," pledged Paul J. Howerton early last summer as he was graduated from the St. Joseph Hospital School of Nursing in Memphis, Tenn.

Five minutes after his graduation, Paul Howerton took another oath—this time to "support and defend the Constitution of the United States"—and was commissioned an ensign in the U. S. Navy. After completing Nurse Corps Indoctrination in Newport, R. I., Ensign Howerton joined 14 other male nurses in August to serve the health needs of patients at the Naval Hospital in Millington, Tenn.

Paul Howerton had originally hoped to enter medical school and become a physician, knowing that the health care field would satisfy his desire to help others and his wish to know that his life work would be of benefit to the world in which he lives. When a person becomes ill he looks to the medical professions for help, and his cure or relief of pain is ordinarily a clear success. ENS Howerton appreciates this rapid feedback that work in health care offers, as opposed to other fields where results are often delayed.

Paul's desire to become a doctor was halted by financial limitations so he turned to nursing as an alternative in the health care field. After completing three years of nursing school, he received assistance from the Navy for his final year. With the pay of a hospitalman, along with commissary and exchange privileges, and quarters allowance, Paul and his wife had no monetary worries during his senior year.

Currently working in the intensive care unit at the modern naval hospital, ENS Howerton is assisted by three Navy hospital corpsmen in serving heart patients and others in need of extensive medical care. He is also capable of serving on a surgical support team and setting up field hospitals for emergency situations, such as hurricanes or other disasters, where local medical facilities are inadequate to cope with the situation.

Added opportunities for travel, and the variety and responsibility of his work are only three of the reasons why Paul chose not to work as a civilian nurse. However, with previous experience in civilian hospitals behind him, ENS Howerton found that the Navy's

Left: One of Ensign Howerton's duties as a member of the Nurse Corps is the administration of restricted drugs to patients, a job the hospital corpsman is not authorized to accomplish.

pay and benefits give him an income that is 20 to 25 per cent higher than his contemporaries earn. He can also go back to school to earn any related degree —with the Navy footing the bill and his income continuing.

Beyond these financial and educational advantages, he prefers the work situation offered by the Navy. Comparing his present duties to experiences in civilian hospitals, ENS Howerton believes that the Navy's medical system allows for a better nurse to patient ratio—resulting in improved relationship.

SINCE MOST CIVILIAN health insurance policies pay only for inpatient hospital care, many people bring minor ailments into the hospital for financial reasons. In Armed Forces hospitals, however, medical care is a service benefit so financial pressures are not significant; accordingly, most minor ailments are handled by the outpatient departments, so there are fewer patients inside the hospital. This enables the staff to devote more time to each patient—and do a better job.

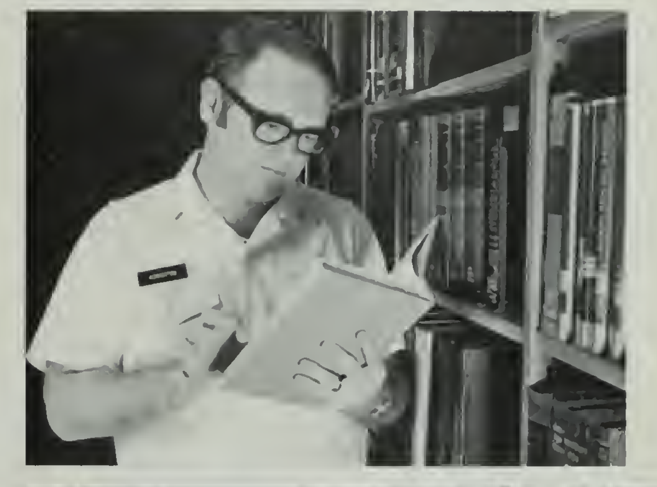
As ENS Howerton put it, "You can go home knowing that you did everything you could do for the patient—not just everything you had time to do."

While the profession of nursing has been traditionally overworked and underpaid in the civilian world, Paul thinks that the future holds an upgrading of working conditions and professional standing for nurses. As doctors' patient loads increase almost daily, they are forced to rely increasingly on a skilled staff of administrative and support personnel. This need, in turn, has elevated nurses' training to a higher level of competence in recent years, since the nurse and other paramedical people have begun to handle problems that previously were the exclusive domain of the physician.

ENS Howerton also believes that the presence of male nurses will become more frequent in the future as the current trend continues. St. Joseph Hospital School of Nursing was chartered in 1919 to provide training for both men and women, but the first male was graduated in 1957. In Paul's class there were only four male students in a class of 26, but this year's enrollment at St. Joseph's has reached a 70 to 30 female to male ratio. An increasing number of male nurses are appearing in the Navy, as hospital corpsmen often elect to go through the Naval Enlisted Nursing Education Program (NENEP) in order to receive a degree and a commission.

ENS Paul Howerton is one of many men and women in the Navy Nurse Corps whose invaluable assistance and professional skills have made medical care for servicemen and their families the equal of any available in the United States today.

—Story and Photos by PH2 Michael Diehl



Top: Ensign Howerton works in the intensive care section of this modern medical facility. Middle: Continuing technical study is essential in maintaining a nurse's demanding skills and duties. Bottom: Ensign Howerton indoctrinates another nurse on some of hospital's sophisticated electronic monitoring equipment.

CHRONOLOGY OF THE SEA SER

THE EAR

AND

ICE

LY NAVY

THE BIRTH OF THE NATION

WITHIN A FEW YEARS—three, to be exact—the Navy will celebrate its bicentennial. And the following year, the entire nation will celebrate its two hundredth anniversary. Though far removed in time, and perhaps in thought, Americans of today will find their imagination wandering back to the days when the 13 original colonies first took up arms to seek their independence.

Great tales have been told and retold about the war that resulted and the manner in which untrained colonials marched out to meet the finest professionals of England and Europe on the field of battle—they, themselves, were stirred by tales of glory and heroism which echoed from Concord Bridge and Lexington. There were highlights and brief moments of exaltation for the colonials following battles at Breed's Hill, Saratoga, Trenton and the like, and there were heartache and near despair to be found in other events which took place on the Heights of Harlem and at Valley Forge.

What, then, tipped the balance? Why were these loosely united (and at times divided) people able to achieve their goal?

THE ANSWER—and one of the secrets of that struggle as well—lies in the fact that these 13 colonies sat on the edge of a huge body of water, the Atlantic Ocean. When England, in 1763, decided to tighten her control of North America after winning Canada from France, she was to initiate an effort that would end some two decades later with her defeat. She misjudged, or underestimated, one of the first lessons of war—to secure and maintain control of one's supply lines—and the American colonists played havoc with her along a supply route that was thousands of miles long.

There were many factors involved in achieving final victory, but no one can underestimate the "influence of seapower" on the course of history.

Out of countless bays, inlets and the mouths of rivers and creeks, privateers took to the war. Led at first by men like Jeremiah O'Brien—who just plain had it in for the British—the colonials figured that anything made of wood which floated on the water and flew the grand ensign was fair game and ripe for the picking. Later, on 13 Oct 1775 to be precise, a youthful Continental Navy came into being and the struggle at sea became a full-fledged war between the Americans, and their French allies, against their English cousins.

It might be said to have been primarily a privateers' war when viewed from the American side of the fence; the 13 ex-colonies could never muster more than a 27-ship navy in all that long war—but they were allied with an important seapower. And this was the beginning of the United States Navy.

WITH YORKTOWN (which was a classic case of a general facing the enemy with his backside to the water and an unfriendly fleet) came the peace and independence in 1783. (The formal birth of the United States took place when Washington was chosen President in 1789.)

The Navy went on crisscrossing the oceans, showing and protecting the flag, and fighting for the freedom of the seas in incidents, skirmishes and outright battles. Today's Navy inherits the great names of the men, the early battles and the ships that were involved —the names John Paul Jones, Ranger, Oriskany, Truxtun, Bainbridge, Bonhomme Richard, and others, are still with us and echo each day on the radar set of history.

As the nation reaches its 200th year in 1976, the Navy will be marking its 201st year, still on the line and ready for any eventuality. Below, and in future issues of ALL HANDS, will be presented a thumbnail history of the Navy in chronological order. Of course, only the highlights of the service are hit.

Yet, presented in this brief form, one can see that it's been a busy 197 years plus for the senior sea service. A chronology can give only a hint of how things were. Perhaps a painting may brighten the message as one witnesses, let's say, the scene where the frigate USS *Randolph* heads into battle against the British *Yarmouth* and *Randolph* blows up. (Freedom is not won easily—or preserved without hardship.)

A chronology, as the briefest of sketches, can serve a purpose by, first, marking and duly noting a recorded fact and, second, whetting the appetite of the reader to do more research on his own—hopefully, this presentation serves both ends.

→

1775

12 Jun—Jeremiah O'Brien, with a sloop and a party of Maine woodsmen, took the British cutter *Margaretta* off Machias, Me.

12 Jul—O'Brien, again—this time he captured two British ships in the Bay of Fundy.

7 Sep—Two days after leaving Beverly, Mass., *Hannah* returns with the British ship *Unity* as a prize.

13 Oct—Second Continental Congress establishes the Navy.

27 Oct—Naval Committee presents Congress with a bill to acquire 13 ships.

30 Oct—John Adams joins Naval Committee—Congress authorizes two additional vessels.

5 Nov—Congress appoints Esek Hopkins as C-in-C of the fleet.

28 Nov—Navy Regulations, drafted by John Adams, accepted.

29 Nov—British brig *Nancy* is captured by the Continental schooner *Lee*.

13 Dec—Thirteen more ships added to fleet by Continental Congress.

14 Dec—Former Naval Committee, now Marine Committee, increased to 13 members (one from each of the colonies) and headed by John Hancock.

22 Dec—Commissions are approved for first regular officers of the Navy.

1776

1 Jan—British had 89 ships with 2576 guns to Continental Navy's 14 ships with 332 guns.

5 Jan—First squadron of the new Continental Navy puts to sea.

6 Jan—Congress orders appointment of surgeons and surgeon's mates for new Navy.

15 Jan—Eighteen men out of Newburyport, Mass., capture a supply ship of the British.

17 Feb—First war cruise of the Continental Navy begins.

3 Mar—Continental Navy conducts an amphibious landing at New Providence in the Bahamas.

23 Mar—Privateers are authorized by Continental Congress.

4 Apr—Brig *Lexington* takes first enemy warship.

6 Apr—British frigate *Glasgow* attacks ships of Continental Navy.

7 Apr—Brig *Lexington* captures British ship *Edward*.

8 May—Schooner *Wasp* captures British *Betsey*.

28 Jun—Charleston, S. C., is attacked by a British fleet.

6 Jul—Sloop *Sachem* captures British privateer called the *Three Brothers*.

13 Jul—Brig *Reprisal* captures British *Peter*.

27 Jul—Brig *Reprisal* is attacked by British ship *Shark*.

5 Sep—Navy adopts its first uniform.

7 Sep—"*American Turtle*," first submarine, attacks British.

11 Oct—Date of first battle of Lake Champlain.

12 Nov—The *Alfred* and the *Providence* team up to capture British transport *Mellish*.

15 Nov—New pay scale for the Navy adopted by Continental Congress.

16 Nov—U. S. Flag is saluted for first time by a foreign power at St. Eustatia.

20 Nov—*America* of 74 guns is authorized by Congress.

29 Nov—Brig *Reprisal* arrives in France.

31 Dec—A total of 140 American ships were captured by British from 10 Mar 1776; American ships captured 342 British ships during same period.

1777

23 Jan—Congress authorizes building of two frigates.

3 Mar—*Cabot* captured by British ship *Milford*.

30 Apr—Ship *Hannah* (first ship of American Navy) is captured by British squadron.

7 May—The cutter *Surprise* is captured by British *Prince of Orange*.

21 May—Ships *Hancock* and *Boston* sail from the port of Boston in company with nine American privateers.

7 Jun—The *Hancock* captures the British frigate *Fox*.

14 Jun—Basic design of present day national ensign is adopted by Congress.

4 Jul—The first "Stars and Stripes" flag flies from mast of a Continental warship.

7 Jul—The *Hancock* and her prize, the frigate *Fox* are both captured by a British squadron.

25 Jul—Subsistence of naval officers while in foreign ports is authorized by the Congress.

4 Sep—The frigate *Raleigh* disables the British ship *Druid*.

19 Sep—British *Alert* is taken by brig *Lexington*.

31 Dec—British lost a total of 464 ships to new nation during the year.

1778

14 Feb—French fire first official salute to the U. S. flag at Quiberon.

7 Mar—Frigate *Randolph* blows up while engaging British ship *Yarmouth*.

1 Apr—British squadron captures a Continental ship, the *Virginia*.

10 Apr—*Ranger*, skippered by John Paul Jones, leaves France for raid on British coast.

17 Apr—*Ranger* captures a British brig while on raiding cruise.

19 Apr—The British *Lord Chatham* and three smaller vessels are captured by Jones in *Ranger*.

22 Apr—Jones, raiding Whitehaven, attempts to capture the Earl of Selkirk.

24 Apr—*Ranger* captures British *Drake*.

27 Sep—British *Experiment*, *Wallace*, and *Unicorn* are all taken by frigate *Raleigh*.

14 Nov—Pursers for ships of 14 guns and larger are ordered by Congress.

1779

14 Jan—*Alliance* sails from Boston carrying Marquis

Top: New England armed vessels on Lake Champlain, Oct 1776. Above, right: First salute to the American flag by a foreign power, Jones' Ranger. Above: Bon Homme Richard and Serapis. Below: John Paul Jones from portrait.

de Lafayette home to France.

4 Feb—John Paul Jones takes command of *Bon Homme Richard* in France.

6 Apr—British *Hibernia* and seven other vessels are captured by three American ships: the sloop-of-war *Ranger* and the frigates *Queen of France* and *Warren*.

7 May—American ship *Providence* captures British *Diligent*.

18 Jul—American ships sloop-of-war *Ranger*, frigate *Queen of France* and sloop-of-war *Providence* set out to attack British shipping.

25 Jul—Penobscot Bay in Maine is scene of amphibious expedition against British.

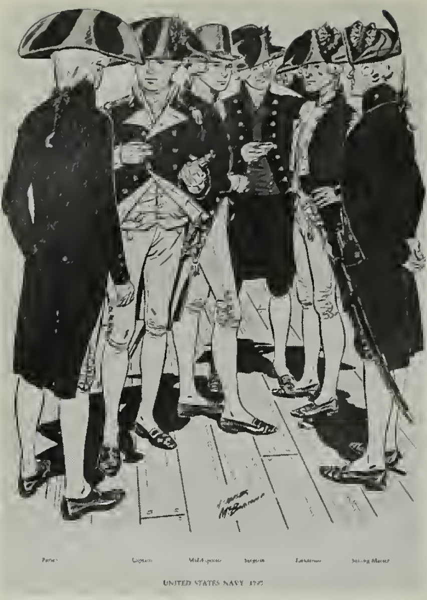
23 Sep—Frigate *Bon Homme Richard* captures British *Serapis* in famous fight.

31 Dec—British lost a total of 516 ships in 1779.

1780

4 May—Navy adopts its first official seal.

12 May—British capture frigate *Queen of France*,



Above, left: Navy uniforms, 1797. Above: The Battle of Tripoli. Below, left: Benjamin Stoddert, first Secretary of the Navy. Bottom: Constellation and Vengeance, February 1800.

sloop *Providence*, frigate *Boston* and sloop-of-war *Ranger*.

1 Jun—*Trumbull* engages British privateer *Watt*.

8 Oct—*Saratoga* captures British *Charming Molly*.

9 Oct—*Saratoga* disappears off *Delaware Cape*.

31 Dec—British lost 596 ships to Americans during the year.

1781

7 Feb—Appointment of Secretary of Marine is authorized.

2 Apr—British *Mars* and *Minerva* are taken by *Alliance*.

15 Apr—*Confederacy* captured by British ships *Roebuck* and *Orpheus*.

29 May—*Alliance* captures two British ships, *Atlanta* and *Trepassy*.

9 Aug—British ship *Iris* captures the frigate *Trumbull*.

29 Aug—Office of Agent of Marine is founded.

31 Dec—British lost 625 ships, yet capture 317 American ships in 1781.

1782

8 Apr—The Pennsylvania state ship *Hyder Ally* captures British warship *General Monk* (formerly Continental ship *George Washington*).

3 Sep—The nation's first 74-gun ship, the *America*, is turned over to France.

19 Dec—The *South Carolina* is captured by squadron of British ships.

1783

24 Mar—The Congress recalls all armed vessels sailing under American colors.

15 Apr—All naval prisoners of war are ordered released by Congress.

19 Apr—General George Washington proclaims American Revolution ended. At the end of the war British naval strength: 469 vessels with 174 of them mounting 60-150 guns. The American naval strength during war reached a peak of 27 ships averaging 20 guns.

1784

1 Nov—First Secretary of Marine, Robert Morris, retires.

1785

3 Jun—Continental Navy's last ship, frigate *Alliance*, is ordered sold; Navy demobilized until 1794.

25 Jul—The merchant schooner *Maria*, of American registry, seized by Algerian pirates.

30 Jul—Five days later, another American merchant ship, *Dauphin*, is captured by Algerian pirates.

1787

30 Sep—*Columbia* sailed from Boston, Mass., for Pacific; she was the first American merchant ship to circumnavigate the globe.

1790

9 Aug—The *Columbia* arrives at Boston completing first circumnavigation of the globe by a U. S. ship.

1791

6 Jan—The Committee on Mediterranean trade—in the Senate—reports that U. S. trade in that area was impossible to protect without the existence of a naval force there.

1792

18 Jul—The "Father of the American Navy," John Paul Jones dies in Paris, France.

1793

8 Oct—Three American trade ships, *Thomas*, *Hope* and *Dispatch* are taken by Algerian pirates.

11 Oct—The merchant ships *George*, *Olive Branch* and *Jane* taken by Algerian pirates.

23 Oct—Still another merchant ship, the *President*, is taken by pirates.

23 Nov—The *Minerva*, another American merchant ship, taken by Algerian pirates.

1794

27 Mar—The present-day Navy is established by Congress.

5 Jun—The new Navy announces the list of its first officers.

1795

3 Feb—The Navy's Supply Corps is established.

1796

15 Mar—Congress is urged by President Washington to authorize completion of warship construction for the new Navy.

4 Nov—A treaty of peace with Tripoli is signed by U. S.

25 Dec—The *Commerce*, an American vessel, is attacked by French privateer.

1797

24 Feb—French privateer seizes the American merchant schooner *Zilpha*.

2 Mar—France flexes her muscles and says Americans serving in any of her enemy's ships would be treated as pirates. Also U. S. ships not having a proper list of crews would be lawful prizes.

7 Mar—A French armed brig takes the American trader *Cincinnatus*.

10 Mar—The U. S. trade ship *Calliope* seized by French privateer.

10 May—America launches the new frigate *United States*.

1 Jul—A set of new Navy regulations is passed by Congress to govern the sea service.

7 Sep—The Frigate *Constellation* is launched; she's now berthed at Baltimore, Maryland.

21 Oct—The Frigate *Constitution* is launched; she's now the "flagship" of ComOne in Boston.

1798

18 Jan—All ships trading with the British are considered to be lawful prizes, France declares.

9 Mar—George Balfour appointed first surgeon in U. S. Navy.

27 Mar—*Constitution*, *Constellation* and *United States* are ordered by Congress to be equipped.

17 Apr—Twelve vessels of war are ordered to be bought by Congress.

30 Apr—The establishment of the Navy Department takes place.

1 May—Man nominated to be first Secretary of Navy, George Cabot, declines.

4 May—President Adams is authorized to buy or build 10 vessels.

10 May—The Frigate *United States* is launched.

16 May—Adams urges Congress to strengthen the new Navy.

18 May—First Secretary of the Navy, Benjamin Stoddert, is appointed, accepts.

28 Jun—Act authorizing prize money for crews of U. S. ships is passed.

7 Jul—French privateer *Croyable* is captured by American frigate *Delaware*.

16 Jul—Construction of three frigates on which work was halted begins again by act of Congress.

20 Nov—French *Insurgente* and *Volontaire* are captured by U. S. schooner *Retaliation*.

29 Dec—Secretary of the Navy submits his first annual report.

1799

3 Feb—French privateer *Amour de la Patrie* sunk by the *United States.*

25 Feb—One ship-of-the-line and six sloops-of-war ordered by Congress.

2 Mar—Act for government of the Navy passes. Another act authorized pensions, and a third increased the strength of Marine Corps.

12 Mar—Search of suspicious French ships and retaking any armed prizes are ordered by the Navy.

15 Aug—Launching of the frigate *Congress.*

2 Oct—Navy establishes the Washington Navy Yard.

30 Oct—New Navy's first Chaplain, William Balch, is commissioned.

2 Dec—Launching of frigate *Chesapeake.*

1800

1 Jan—Two West Indian pirate barges sunk by schooner *Experiment.*

22 Jan—Capt Thomas Tingey ordered to duty as first superintendent of Washington Navy Yard.

24 Jan—Three French privateers taken between this date and 1 Mar by frigate *Adams.*

1 Feb—French *Vengeance* engaged by *Constellation.*

7 Feb—First American warship, the frigate *Essex,* to cross the Equator.

28 Mar—USS *Essex* rounds Cape of Good Hope; first time for a U. S. Navy ship.

3 Apr—French privateer *La Jason* captured by brig *Adams.*

10 Apr—Launching of USS *President.*

23 Apr—"Act for the better Government of the Navy" passes.

4 Jun—Site of Portsmouth Navy Yard, N. H., is purchased.

17 Jun—U. S. ship *Enterprise* captures the French privateer *Cygne.*

1 Jul—USS *Essex* performs first convoy duty.

4 Jul—French privateer *L'Aigle* captured by schooner *Enterprise.*

14 Jul—Frigate *Insurgent,* with 340 aboard, sails for West Indies from Norfolk and was never seen again.

23 Jul—French privateer *Flambeau* captured by *Enterprise.*

3 Aug—French *Vengeance* captured by *Trumbull.*

1 Sep—French privateer *Deux Amis* captured by schooner *Experiment.*

12 Oct—French *Le Berceau* captured by USS *Boston.*

24 Dec—French *Amour de la Patrie* taken by USS *Enterprise.*

1801

3 Mar—Navy greatly reduced with passing of Peace Establishment Act.

4 Mar—Navy forced to sell 20 of its ships.

20 May—U. S. sends four warships to Mediterranean to protect U. S. commerce there.

1 Jul—Gibraltar reached by the U. S. squadron.

1 Aug—USS *Enterprise* captures the Tripolitan ship *Tripoli.*

1802

17 Jun—*Franklin,* an American trade ship, is captured by Tripolitan pirates.

22 Jul—Two Tripolitan gunboats sunk by frigate USS *Constellation.*

1803

28 Feb—Construction of four ships ordered, Congress lays out $96,000 for this purpose.

22 Jun—Tripolitan *Mashouda* is sunk by USS *Adams.*

26 Aug—Morrocan *Meshboha* taken by frigate USS *Philadelphia.*

31 Oct—Tripolitans capture *Philadelphia* and take her to Tripoli harbor.

12 Nov—Blockading Tripoli harbor is begun by U. S. ships.

23 Dec—Tripolitan *Mastico* is captured by brig USS *Enterprise.*

1804

16 Feb—LT Stephen Decatur and raiding party destroy frigate *Philadelphia* in Tripoli harbor.

30 Apr—Tripolitan sloop captured by brig *Argus.*

3 Aug—Five attacks on defenses of Tripoli harbor begun by U. S. squadron; attacks ceased 3 Sep.

4 Sep—U. S. ketch *Intrepid* blows up in Tripoli harbor and 13 aboard are lost.

12 Sep—Three ships trying to enter Tripoli harbor are captured by American warships *Constellation, President,* and *Adams.*

24 Apr—A Tripolitan gunboat captured by USS *Constitution,* together with two prizes taken earlier by the pirates.

27 Apr—Combined land-sea assault takes Derne, Tripoli; first U. S. flag flies over foreign soil.

1807

22 Jun—Incident involving *Chesapeake* and *Leopard* takes place.

26 Oct—*Mary Ann* and *Violet,* two U. S. trade ships, taken by Algerians.

18 Dec—188 new gunboats are authorized by Congress.

1808

17 Apr—Bayonne Decree is issued by Napoleon. It orders that American ships entering French controlled ports in violation of Embargo Act be seized.

1809

3 Mar—New act orders that pursers be bonded.

1810

23 Mar—Ramboiullet Decree, signed by Napoleon, which allows for the sale of captured American vessels.

Above: United States and Macedonian, October 1812. Right: Burning of the Philadelphia. Below, right: Essex and Alert. Bottom: Constitution and Guerriere in famous sea battle.

1 May—New act suspends Non-Intercourse Act of 1809, providing for reapplication if Great Britain or France should again interfere with American commerce.

24 Jun—British *Moselle* fires on U. S. brig *Vixen.*

17 Dec—Future Admiral David G. Farragut is appointed a midshipman.

1811

26 Feb—Navy hospitals provided by Congressional act.

12 Apr—Point George on Columbia River reached by merchant ship *Tonguin.* A trading post and settlement is established at Astoria, Ore.

6 May—USS *President* dispatched to protect American shipping off Sandy Hook.

1812

30 Mar—Pursers' bond set at $10,000 by act.

4 Apr—Ninety-day embargo declared on all U. S. shipping.

13 Jun—British free two seamen impressed from USS *Chesapeake.*

18 Jun—War declared between U. S. and England; USS *Wasp* only ship of 18 at sea at start of war.

21 Jun—Squadron departs New York to raid British convoys.

23 Jun—British *Belvedere* engaged by USS *President.*

2 Jul—"Free Trade and Sailors' Rights" flag flies from frigate *Essex* as she engages British.

Above: Hornet and Peacock, Feb 1813. Left: The Battle of Lake Erie, Sep 1813. Below, left: The Enterprise and Boxer. Bottom: Attack and capture of the American Flotilla on Borgne Bay, Dec 1814.

17 Jul—British squadron fails to capture USS *Constitution.*

26 Jul—British brig *Leander* taken by USS *Essex.*

3 Aug—British brig *Brothers* taken by USS *Essex.*

13 Aug—*Essex* vs British *Alert,* first Naval action of "Second War for Independence."

19 Aug—British *Guerriere* captured by *Constitution.*

9 Oct—British warships at Fort Erie attacked by Americans in boats during night.

18 Oct—American sloop-of-war *Wasp* takes British *Frolic*—however both ships are later captured the same day by British *Poictiers.*

25 Oct—British *Macedonian* taken by frigate *United States.*

27 Oct—First U. S. Navy cruise into Pacific Ocean begun by USS *Essex* with departure from Delaware Capes.

2 Dec—British brig *Recovery* captured by USS *Argus.*

6 Dec—*Dorothy,* a British schooner, taken by USS *Argus.*

12 Dec—British packet *Norton* taken by USS *Essex.*

17 Dec—*Vancise,* a British schooner, taken by USS *Argus.*

29 Dec—British *Java* taken by USS *Constitution.*

30 Dec—British ships *Abrantes* and *Mina* captured by New York Flotilla.

1813

13 Jan—Blockading Chesapeake and Delaware Bays begun by English squadron.

14 Jan—British *Liverpool* and frigate *Hero* captured by frigate uss *Chesapeake*.

4 Feb—British *Resolute* captured by brig uss *Hornet*.

14 Feb—Frigate *Essex* enters Pacific Ocean; first U. S. warship in those waters.

24 Feb—British *Peacock* captured by uss *Hornet*.

14 Mar—Valparaiso, Chile, reached by uss *Essex*.

25 Mar—First prize taken by U. S. Navy in Pacific —*Essex* takes Peruvian ship *Nereyda*.

9 Apr—British privateer *Caledonia* captured by *Nonsuch*.

27 Apr—Navy and Army expedition takes York, Canada.

29 Apr—British *Montezuma*, *Policy*, and *Georgiana*, all captured by boat parties from uss *Essex*.

27 May—Fort George, Canada, attacked by U. S. Army-Navy forces.

28 May—Five British whalers captured by frigate *Essex* and her prize, *Georgiana*.

3 Jun—British on Lake Champlain capture three U. S. sloops.

2 Jul—British *Traveller* captured by uss *President*.

4 Jul—British *Duchess* taken by uss *President*.

12 Jul—British *Jean-and-Ann* taken by uss *President*.

14 Jul—LT John M. Gamble, USMC, becomes first Marine officer to command a ship in battle.

18 Jul—Four British ships captured by Frigate *President: Daphne, Eliza Swan, Alert and Lion*.

31 July—Control of Lake Champlain gained by British fleet.

7 Aug—The British on Lake Ontario engaged by U. S. naval forces.

5 Sep—British ship *Boxer* captured by schooner *Enterprise*.

10 Sep—Oliver Hazard Perry achieves, in Battle of Lake Erie, first defeat in history of a British naval squadron.

5 Dec—uss *Congress* captures British *Atlantic*.

1814

6 Jan—British, aboard the *Bramwell*, arrive at Annapolis, Md. with peace offer.

20 Jan—British prize ship *Sincerity* captured by uss *Enterprise*.

29 Jan—British *Prince Regent* captured by frigate *Adams*.

3 Mar—Aliens are barred from service in Navy ships.

25 Mar—British *Woodbridge* taken by uss *Adams*.

28 Mar—British *Phoebe* and *Cherub* taken by uss *Essex*.

3 Apr—British privateer taken by sloop-of-war *Frolic*.

29 Apr—*Peacock* captures British *Epervier*.

30 May—Master-Commandant M. T. Woolsey, with boats, captures three British gunboats at Sandy Creek, N. Y.

22 Jun—British *Leander* taken by *Rattlesnake*.

28 Jun—*Wasp* takes British *Reindeer*.

4 Jul—British *Regulator* taken by sloop-of-war *Wasp*.

5 Jul—uss *Peacock* takes British *Stranger*, *Venus*, *Adiona*, and *Fortitude*.

6 Jul—British *Jenny* captured by *Wasp*.

12 Jul—British *Adventure* captured by brig *Siren*.

14 Jul—British *Chebaoque* captured by a gunboat.

20 Jul—British forts on Lakes Huron and Superior attacked by Joint U. S. Army-Navy forces.

28 Jul—British schooner *Favorite* taken by *Adams*.

3 Aug—*Peacock* sinks British *Peggy-and-Jane*.

22 Aug—American gunboat flotilla in Patuxent River in Maryland destroyed to avoid capture by British who were marching on Washington.

24 Aug—Battle of Bladensburg on road to Washington.

1 Sep—British *Avon* sunk by sloop-of-war *Wasp*.

3 Sep—British on Lake Huron capture two U. S. schooners.

21 Sep—British *Atlanta* captured by uss *Wasp*.

1 Oct—Pirate ships captured at Barataria arrive in New Orleans, La.

9 Oct—Wasp disappears with 140 aboard.

29 Oct—uss *Fulton*, first steam warship, is launched.

15 Dec—Navy, by order of Congress, to be supplied with horses by Army.

23 Dec—Army attack on New Orleans supported by uss *Carolina*.

24 Dec—Treaty ends war with Great Britain.

1815

8 Jan—U. S. wins Battle of New Orleans.

19 Jan—Purser T. Shields, with six boats, captures nine British vessels at Lake Borgne, La.

23 Jan—British *William* captured by uss *Hornet*.

29 Jan—LT Lawrence Kearney, with three barges, captures two British tenders.

7 Feb—Navy establishes Board of Naval Commissioners.

23 Mar—British *Penguin* captured by uss *Hornet*.

20 May—Squadron sails for Med to put down piracy there.

17 Jun—Algerian *Mashouda* captured by U. S. Squadron.

19 Jun—Algerian *Estedio* captured by U. S. Squadron.

28 Jun—Final treaty with Bay of Algiers in effect by U. S. Squadron.

30 Jun—uss *Peacock-Nautilus*, last action of War of 1812.

5 Aug—Decatur collects indemnity of $25,000 from Bashaw of Tripoli.

9 Aug—Treaty concluded between U. S. and Tripoli.

10 Dec—School for officers is established.

1819

15 Jul—uss *Adams* arrives at Orinoco River on mission to discourage piracy. Mission led by Oliver H. Perry.

1820

22 Mar—Decatur and Barron duel near Washington,

D. C., results in Decatur's death. (Dueling in Navy outlawed following this incident.)

16 May—*Congress* visits China, first U. S. warship to visit there.

1822

7 Jan—Six pirate vessels captured by *Porpoise*; schooner *Spark* takes Dutch sloop.

8 Mar—Four pirate vessels taken by USS *Enterprise*.

25 Mar—U. S. Flag raised over Key West, Fla., for first time.

30 Apr—Pirate schooner *Ciehqua* taken by schooner *Alligator*.

2 May—*Belvedere*, a merchant ship, using hidden guns, drives off pirate schooner.

21 Jul—LT David Farragut, with landing party, destroys pirate stronghold in Cuba.

16 Aug—Pirate schooner *Palmyra* captured by *Grampus*.

28 Sep—*Peacock* captures five pirate vessels.

9 Nov—*Alligator* recaptures five American ships from pirates.

20 Dec—Navy squadron for suppressing Caribbean pirates authorized by the Congress.

1823

8 Apr—Pirate schooner taken by *Musquito* and *Gallinipper*.

16 Apr—*Peacock* captures two pirate vessels.

21 Jul—Cuban town and eight boats captured by USS *Greyhound* and *Beagle*.

1824

1 Jul—Brig *Castor*—merchant ship--taken by pirates in Caribbean Sea.

20 Oct—Four pirate vessels captured by schooner *Porpoise*.

1825

7 Sep—Lafayette boards frigate *Brandywine* for return to France following his tour of America.

1826

31 Aug—Sloop-of-war *Vincennes* sails from New York on circumnavigation of globe—first U. S. warship to do so.

1827

2 Apr—Construction begins at Portsmouth, Va. on first naval hospital.

16 Oct—Six Mediterranean boats and a schooner captured by *Porpoise*.

1829

4 Jun—USS *Fulton* destroyed by explosion at Brooklyn Navy Yard.

1830

8 Jun—*Vincennes* completes circumnavigation of globe.

6 Dec—Naval Observatory established in Washington, D. C., as first national observatory.

1831

26 Aug—Frigate *Potomac*, first U. S. warship to make an easterly circumnavigation of the globe, begins cruise.

1832

6 Feb—Pirate villages at Qualla Battoo, Sumatra, destroyed by USS *Potomac*.

1833

20 Mar—U. S. and Siam sign first commercial treaty between U. S. and an Asian power.

9 Sep—Work is completed in Boston on first federal drydock.

1834

23 May—*Potomac* arrives at Boston after circling world.

1835

19 Nov—USS *Vincennes* anchors off Apra, first U.S. warship to visit Guam.

16 Dec—Greatest fire in history of New York City; firemen aided by Navymen and Marines.

1838

20 Dec—Pirates at Qualla Battoo, Sumatra, bombarded by brig *Adams*.

1839

26 Aug—Spanish slaver *Amistad* captured by line of battleship *Washington*.

26 Dec—Wilkes Expedition, first U. S. Antarctic exploration, sails from Sydney, Australia, for South Seas.

1840

19 Jan—LT Wilkes discovers Antarctica.

14 Feb—Several officers and mascot dog from USS *Vincennes* make first U. S. arrival in Antarctic regions on floating ice.

24 Jul—Fiji Islands natives are attacked by landing party under LT Cadwellader Ringgold for having massacred a U. S. shore party.

1841

9 Sep—Congress authorizes first iron ship in U. S. Navy.

3 Nov—Sailors and Marines, sent into Florida Everglades as part of "Mosquito Fleet" against Seminole Indians.

1842

4 Jul—Electrically operated underwater "torpedo" first tested.

31 Aug—Five Navy bureaus set up by Congressional act.

16 Oct—Navy squadron mistakenly seizes Monterey in California.

1 Dec—Mutiny aboard USS *Somers*.

1843

5 Aug—Paddle sloop *Missouri* makes first trans-

Top, left: The U. S. frigate Hudson. Top, right: View of the Antarctic. Above: Scorpion, Spitfire, Vixen and Scourge crossing the Tabasco River, Mexico. Below, right: COMO Sloat takes possession of California. Bottom: USS North Carolina, 1825.

Atlantic crossing by ship of her type.

25 *Aug*—Missouri arrives at Gilbraltar.

5 *Dec*—Paddle sloop *Michigan* launched; though the first prefabricated iron ship, *Michigan* was not considered an "ironclad."

10 *Dec*—USS *Princeton* launched. She was the first steam ship with a propeller—previous ones were paddle driven.

1844

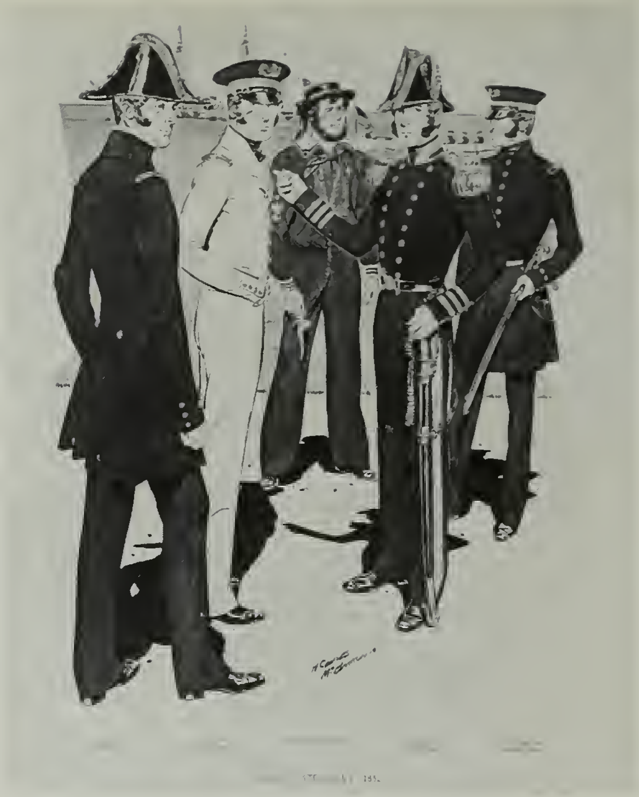
28 *Feb*—Secretary of State, Secretary of Navy killed in explosion aboard USS *Princeton* in Potomac River.

29 *Mar*—Uriah Levy, first Jewish officer in Navy, is appointed captain.

20 *May*—Round-the-world cruise begins for frigate *Constitution*, out of New York.

15 *Aug*—Navy gains title to Fort Severn, Annapolis, Md.; transferred from War Department.

10 *Oct*—The Naval School is opened at Annapolis, Md. (now the Naval Academy).



Above: Navy uniforms, 1852. Left: Matthew Galbraith Perry. Below: SecNav George Bancroft, founder of the Naval Academy. Right: First landing of Americans in Japan, 14 Jul 1853, under Commodore Perry on historic expedition.

1846

18 Feb—"Port and starboard" takes place of "larboard and starboard" by general order.

7 Jul—U. S. squadron occupies Monterey, Calif.

11 Jul—First Naval Academy graduate, Richmond Aulick, commissioned a Passed Midshipman.

20 Jul—USS *Columbus* reaches Tokyo Bay, first ship to visit Japan.

29 Jul—Capture of San Diego by Navymen and Marines.

22 Oct—"Miss Watson of Philadelphia," christens sloop-of-war *Germantown*, first time a Navy ship sponsored by a woman.

20 Nov—*Somers* destroys Mexican ship *Creole*. Forts at Canton, China, attacked by U. S. Squadron; one fort occupied—American flag raised.

6 Dec—LT G. F. Beale delivers first California gold to Washington, D. C.

8 Dec—No losses reported as Brig *Somers* capsized in squall, Vera Cruz, Mexico.

10 Dec—Tampico, Mexico, object of Naval expedition.

1847

8 Jan—Mexican troops attacked by Navy, Marine and Army forces along San Gabriel River, Calif.

9 Jan—Mexicans defeated by Navy landing parties at Mesa, Calif.

9 Mar—Siege of Vera Cruz.

1 Apr—Mexican ship *Relampago* captured along with the town of Alvarado, Mexico, by screw steamer *Scourge*.

2 Apr—Alvarado, Mexico, occupied by Navymen and Marines.

7 Apr—Chilean ship *Argo* and Mexican ship *Caroline* taken by sloop-of-war *Portsmouth*.

13 Apr—Five-day battle, involving Naval forces, for Tlacotalpam, Talacosa and Tuxpan, Mexico, begins.

30 Apr—Mexican ship *Yucateca* taken by *Boneta*.

16 May—Mexican vessel *Correo* and a launch captured by USS *Independence*.

14 Jun—Second expedition against Tabasco, Mexico, involving Naval forces begins.

30 Jun—Tamultay, Mexico, taken by Naval forces.

11 Nov—Mazatlan, Mexico, occupied by U. S. Navy.

17 Nov—Frigate *Congress* and sloop-of-war *Portsmouth* occupy Guaymas, Mexico, by use of landing parties.

1848

30 Jan—Naval forces attack Cochori, Mexico.

8 Apr—U. S. flag raised over Sea of Galilee.

1850

24 May—Two ships, USS *Rescue* and *Advance*, depart New York in search of Franklin Expedition, lost in Arctic.

1 Jul—Naval Academy becomes official name of Naval School.

1851

1 Jul—Naval Academy adopts four-year course.

10 Sep—USS *Mississippi* ferries refugees of "Hungarian Republic" from Dardanelles to Gibraltar.

1852

5 Feb—Navy dedicates chapel built at Annapolis, Md., first to be built on Naval property.

8 Mar—Treaty talks opened by Commodore Perry at Yokohama, Japan.

31 Mar—U. S. treaty with Japan signed by Commodore Perry.

4 Apr—British, U. S. naval forces fight terrorists at Shanghai.

10 Jun—Naval Academy holds first formal graduation exercises.

13 Jul—USS *Cyane* bombards San Juan de Nicaragua in answer for ill-treatment of American citizens there.

1855

1 Feb—*Water Witch* is fired upon by forts while making survey in Paraguay River.

23 Oct—Towns in Fiji Islands bombarded by USS *Adams*.

13 Dec—USS *Roanoke*, first frigate with turrets, is launched.

(This chronology to be continued in future issues.)

Medal Eligibility

Sir: I would like to know if a two-week period of active duty on board a USN ship as a Reservist would make a person eligible for the National Defense Service Medal.—I.P.P. YNC, U.S.N.

• *No — according to SecNavInst 1650.1D, Art. 431/12, a short tour of active duty to fulfill training obligations under an inactive duty training program does not fulfill the requirement for the NDSM. However, Reservists ordered to TEMAC or training duty for periods exceeding 30 days are eligible for the NDSM.*—Ed.

Schooling Overseas

Sir: If I volunteer for overseas duty with a nonrotated ship homeported in Italy or Greece and I pay for the transportation of my family to Berlin, Germany, would I be eligible to send my children to the DOD school in Berlin? —D.W.C. YNC.

• *If you are on active duty assigned to a ship homeported in Italy or Greece and elect to transport your family to Berlin at your own expense, your children are not eligible to attend the DOD dependents' school in Berlin at our government's expense. The DOD policy is that if DOD dependents are authorized to accompany sponsors to the area of the sponsor's assignment, such dependents will not ordinarily be entitled to space-required, tuition-free education in another area. Since there are adequate DOD-sponsored dependents' schools in Italy and Greece, your dependents will be expected to attend these schools.*—Ed.

Overseas Retirement

Sir: My retirement is coming up next year. What are the existing Philippine customs, laws, and regulations that pertain to a returning serviceman who wishes to reside there. (I am a naturalized U. S. citizen.) Do I have to pay property taxes for a part, or for the whole, of my household effects even though these have been used, and they are intended for my own use and not for sale?—F.M.C. SDI.

• *You are entitled to transportation for your dependents and household goods to any place in the world after retirement. As a naturalized U. S. citizen returning to establish a residence in the Republic of Philippines, you will have the legal status there of a resident alien. Your household goods and personal possessions will be fully subject to applicable Philippine laws concerning import duties and taxes. No exemption arises from the fact that the imported property is for personal use rather than for resale. It should also be noted that liability for duties and taxes would exist even if you were not a naturalized U. S. citizen. Thus, for example, if your wife is still a Philippine national, property owned by her would be subject to taxation too.*—Ed.

Reunions

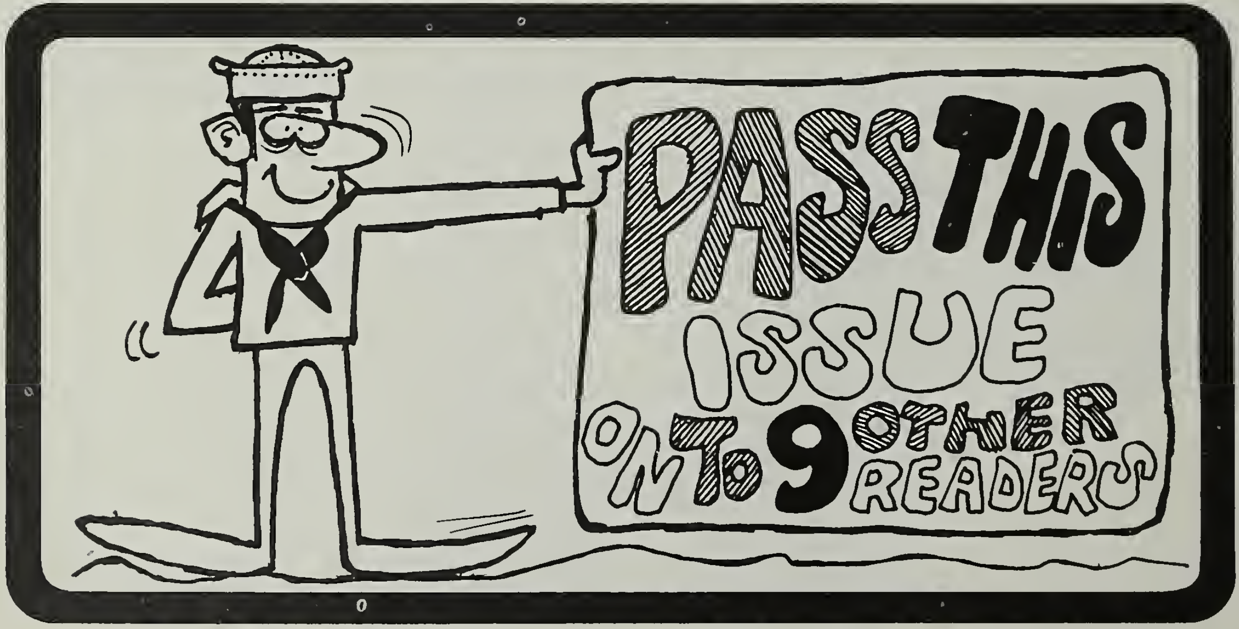
News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine (Pers 164), Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• uss *Birmingham* (CL 62)—15-17 Jun 1973 at St. Charles, Ill. Contact Buck Glans, 1849 Indianapolis Blvd., Whiting, Ind. 46394.

• uss *Nashville* (CL 43) 14-20 Jul 1973 at Branson, Mo. Contact Audrey and Ed Remler, 5114 W. 69th, Prairie Village, Kan. 66208, or call (913) 432-9725.

• uss Cleveland (LPD 7), commissioning crew. June 1973 at Memphis, Tenn. Contact HMCS Joe B. Havens, USNFR, 3627 University St., Memphis, Tenn. 38127.

• uss *Diphda* (AKA 59)—July 1973 in Chicago, Ill. Contact Tom Coogan, 12185 Ford Line, Southgate, Mich. 48195.



on the serious side

IC1 Jeremiah H. Paoli

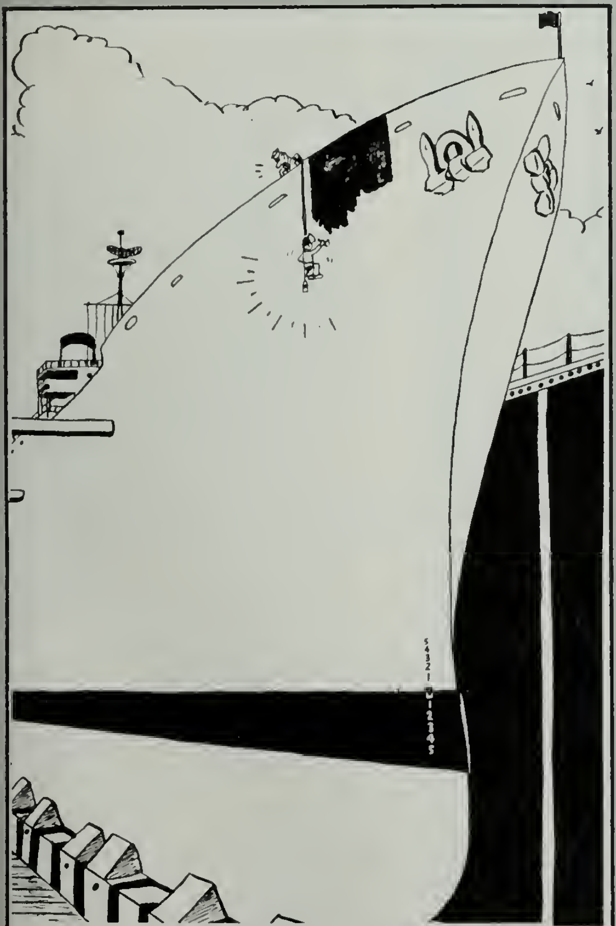
"Oh, knock off the dramatics or I'll get another demonstration subject."

"Do you think we should have turned the air hose on before we put the helmet on him?"

Ken Duggan

"Barker, in order to become a diver, you have to have confidence."

QM2 John L. Draves



"Your special liberty starts in five minutes—think you'll finish the starboard side by then?"

CDR Billups E. Lodge

"DRAT! No matter where I am, SHE finds me!"

TAFFRAIL TALK

For many sailors, one of the highlights of a yard period—whether it involves new construction or repairs—is the daily presence of a special breed of men commonly referred to as "yardbirds," and conversations between sailors and these people which often take the form of kidding. It's not unusual to hear a sailor say, "By the time you guys are through working over this ship, she'll probably sink in drydock," to which the yardworker responds: "Seems a shame to waste all this good work on a ship when her crew doesn't know how to sail her." Exchanges are often lively and good-humored, resulting in laughter and occasionally some friendly back-slapping.

But the crew of one ship—USS *Guam* (LPH 9)—got something extra at the end of their precommissioning yard period at the Philadelphia Naval Shipyard. We don't know the exact circumstances in this case, but it's probably a fair guess that some Philadelphia yardbirds, after many such exchanges, decided they wanted the last word—and they got it when they issued the following "official" document to the crew of *Guam*.

LPH Warranty

"The Joint Committee for Yard Development of the Philadelphia Naval shipyard warrants the USS *Guam* (LPH 9), including all equipment and accessories thereon, except perishables, manufactured or supplied by the Philadelphia Naval Shipyard to be free from defects in material and workmanship under normal use and service; Joint Committee's obligation under this warranty being limited to repairing or replacing at its option any part or parts thereof which shall, within ten (10) years after delivery of such LPH to the U. S. Navy or before such LPH has steamed one hundred thousand (100,000) miles, whichever event shall first occur, which shall disclose to the manufacturer's satisfaction to have been defective.

"The provisions of this warranty shall not apply to any LPH which has been subject to misuse, negligence or accident, or which shall have been repaired or altered outside of an authorized LPH dealership in any way so as, in the judgment of the Joint Committee, to affect adversely her performance and reliability, nor to normal maintenance service and the replacement of service items, nor to normal deterioration of trim and appearance items due to wear and exposure."

"This warranty is expressly in lieu of any other warranties, expressed or implied, and of any other obligations or liability on the part of the Philadelphia Naval Shipyard and the Joint Committee for Yard Development."

In the November issue of All Hands, we inadvertently left off the credit line for the story 'Meet the Champs' and an apology is in order. Our many thanks to JO2 Jim Miller for submitting the story and to PH1 Bill Pointer for his fine accompanying photos. We hope to continue receiving their excellent work and look forward to more adventures from Underwater Demolition Team 21.

The All Hands Staff

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• REFLECTIONS: Respect for the flag, service to the Nation, a deep sense of professionalism and pride in one's self are depicted in this photo of a Navyman saluting as the ensign is hoisted. Photo by PH2 Milt Putnam.

WHEN WE SAY "ALL HANDS," WE MEAN ALL HANDS.

ALL HANDS

FEBRUARY 1973

DEPARTMENT OF THE NAVY · BUREAU OF NAVAL PERSONNEL

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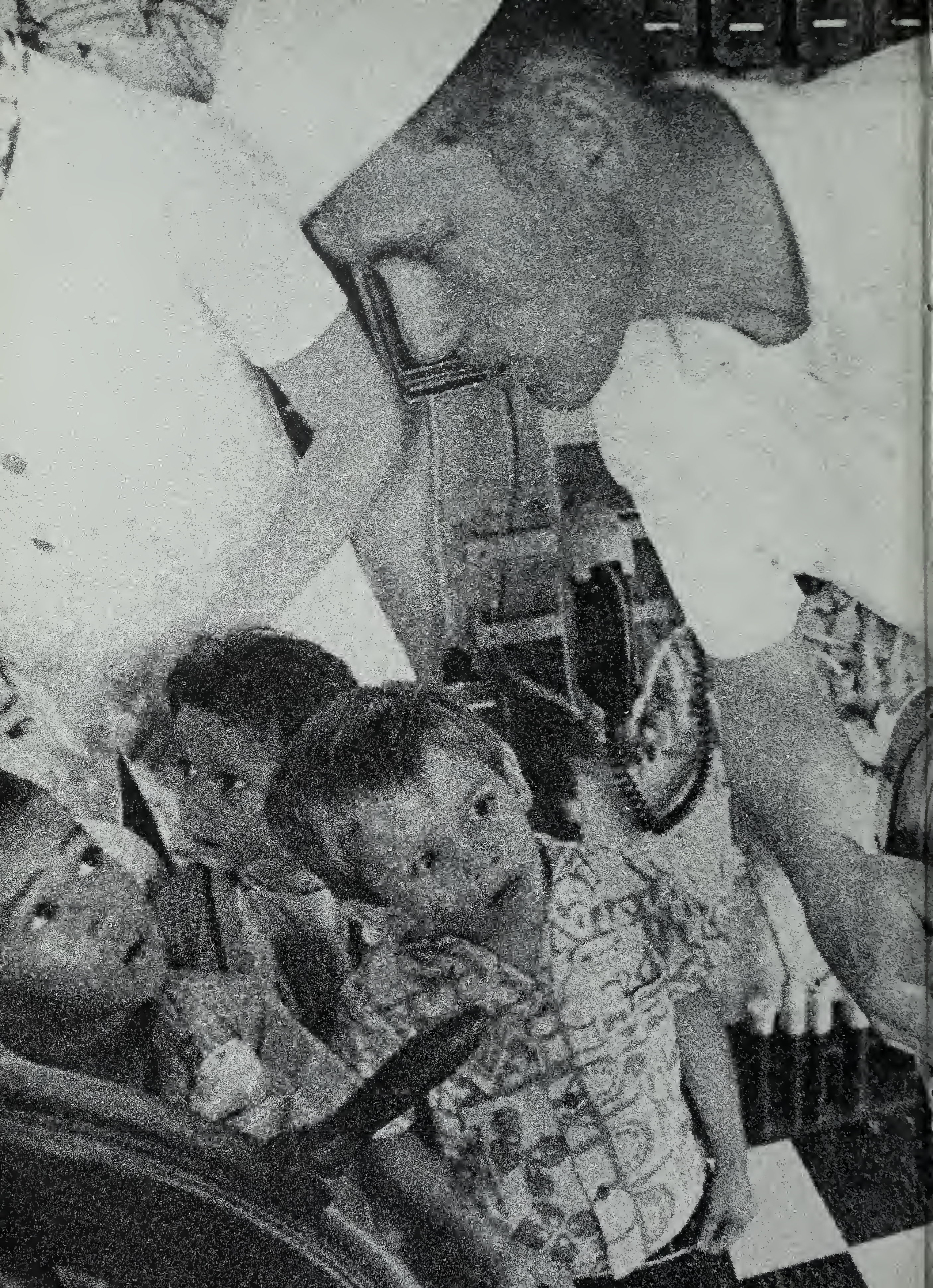

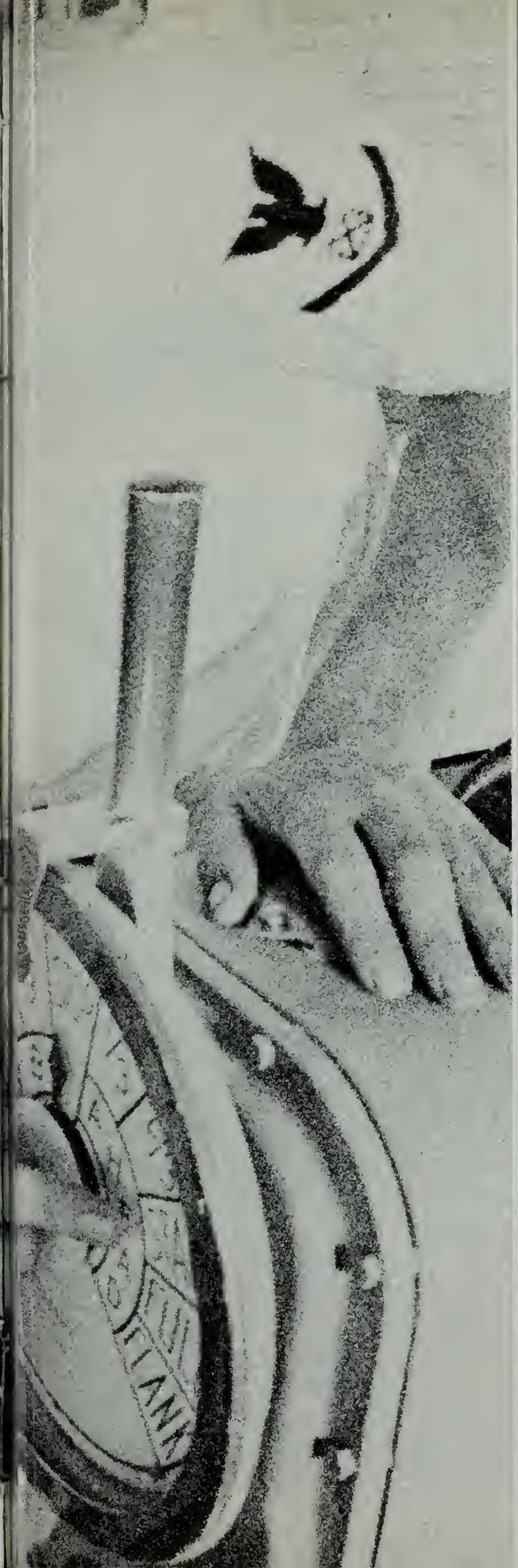

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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• **FRONT COVER—THERE'S NO LIMIT TO WHERE YOU CAN GO IN THE NAVY**—On, over and under the oceans and all over the world, the Navy makes an exciting career as depicted by this month's front cover. A member of Antarctic Development Squadron Six (VXE-6) parachute rescue team floats during a practice jump at Williams Field, Antarctica. Photo by PH3 Jesse O. Anthony III.

• **AT LEFT: GOLLY GEE, MISTER SAILOR!**—BM3 Ron Andersen explains the use of the ship's engine telegraph to a group of four-year-old Head Start students from Hilo's (Hawaii) Child Development Center. USS Genesee hosted 80 Head Starters to a tour of the ship and ice cream and cookies during ship's trip to Hilo. Photo by PH3 Robert L. Alles.

FLIPPER JOINS

– or MOBY DICK AT

UP
BOOT CAMP

For some time the Navy has been recruiting in a very interesting area, enlisting the services of the knowledgeable residents of the ocean itself. They have performed a real service in many areas. Here's the latest on Navy's sea life component.

THE LATEST WORD from the world of dolphins, porpoises, whales and sea lions is "mum"—for several reasons. Navy research scientists have discovered that dolphins and porpoises don't talk, as once suspected. And other research teams are keeping the whales and sea lions so busy they wouldn't have time to talk even if they could.

The theory that dolphins could talk to each other—and that man could learn some of their language and begin conversing—has fascinated scientists for several years. A recent Navy study has thrown a lot of cold water on that idea, however. The report on that study said it would be "improbable" for communication between man and dolphin to reach a higher level than that which exists between man and dog.

But just because they can't talk doesn't mean they can't communicate. Dolphins make three types of sounds: echolocation clicks (used as an underwater sonar system), squawks and barks (typical of other animals), and the unusual whistle sound.

Heretofore, there has been speculation that the whistles simulated human speech and were, in fact, the key to a sophisticated language. The Office of Naval Research study, however, concluded that the whistle transmits only general information and is used for identification, indicating location and conveying a degree of excitement or fear. Although the seagoing mammals have been known to mimic alien sounds, researchers didn't consider this ability to be significant, pointing out that other animals can do the same thing, particularly dogs and birds.

THE NAVY IS CONCERNED with analyzing dophin sounds to distinguish them from militarily useful sounds emitted by target signals. During the study, University of Florida scientists Dr. David K. Caldwell and his wife also discovered peripheral facts concerning the sounds dolphins make which, they speculate, may indicate the sea mammals' emotional state.

The Caldwells' seemed to refute what many people had come to believe as absolute fact—that dolphins could talk.

"We had hoped initially that dolphins' whistles would at least prove to be songs, like those made by birds, but we find no evidence of this either in the Atlantic bottlenosed dolphin or in other kinds of dolphins," they said.

Other scientists have done a considerable amount of research in another area of the dolphin's sound system—echolocation. One experiment paired a male and female dolphin, Albert and Betty, in a large, muddy pool where visibility was about 20 inches. The two bounced sound impulses—"clicks"—around the pool to locate objects through the echoes.

A series of tests showed that these animals could

Facing page: A porpoise delivers an instrument package to a diver off Point Mugu, Calif. Left: Performing an assigned task. Above: Clowning around and enjoying himself in his spare time.

not only detect and avoid certain objects but also that they could remember where these objects were after the initial tests. All of this is significant because the dolphin's "sonar" system has characteristics similar to Navy sonars.

As the dolphin swims, he sends out clicks and moves his head from side to side. When he gets an echo, he sends out more clicks at a faster rate. By "measuring" the time between the clicks and the echoes, he knows how far away he is from an object—the same method used in the Navy's sonar.

THE DOLPHIN, as one scientist has put it, "has an excellent and compact acoustic computer which is totally unaffected by salt water. This computer is fully representative of a naval engineer's dream."

The scientist goes on to say, however, that any study of this system is difficult because probing the system might mean destroying it as well.

Another interesting discovery about the dolphin's "sonar" system is that it helps the animal distinguish the size of objects. To test this, two nickel steel ball bearings were suspended beneath the water in a pool inhabited by a dolphin which was blindfolded. The balls were 2⅛" and 2½" in diameter, respectively. The dolphin was rewarded with a fish each time he picked the smaller.

Once he learned the system, the dolphin consistently scored a perfect grade. When the difference between the balls' diameters was reduced to ¼", he was right 77 per cent of the time in subsequent tests. They also learned that the harder the choice, the more clicks the dolphin sent out—ranging from 20 to 230 clicks a second.

Still other scientists have found that a porpoise, which was blindfolded, could distinguish between two discs—one aluminum and the other copper—he accomplishes this feat by using his "sonar" system.

ALL OF THIS, of course, points to the fact that dolphins are extremely intelligent animals. In fact, Dr. John C. Lilly, a research neurologist and head of Communications Research Institute in Miami, Fla., rates them among the smartest animals on the globe. For one thing, the dolphin's brain is actually larger than a man's, and the cerebral cortex—the seat of consciousness—is just as complicated if not more so. The sea mammals learn very quickly, too. In one instance, a dolphin could operate a mechanical device after only one demonstration, while it took a dozen tries for a chimp to master the same task.

The fact that it doesn't take long for a dolphin to figure things out is exemplified by what was once thought to be the mammal's amazing swimming ability. Sailors have often reported seeing dolphins swimming

Left: A key participant in the Underwater Habitation Research Project, has chow. Right: Training with underwater equipment.

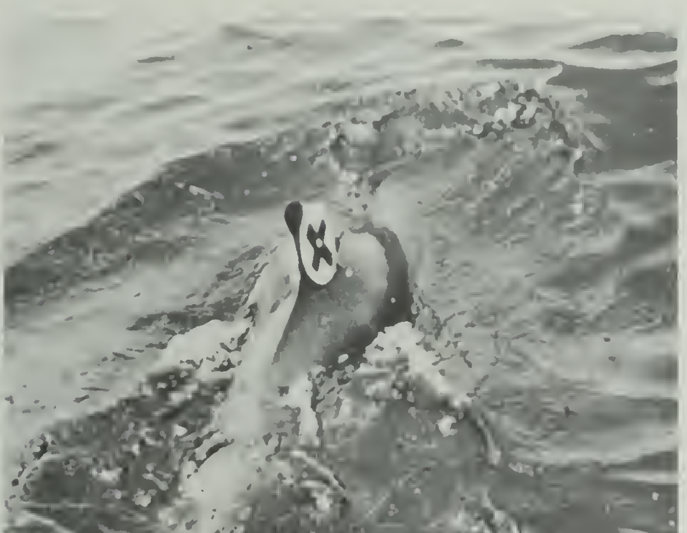
in front of or behind a ship, effortlessly doing 30 knots or more. When present research on dolphins began, however, physical studies of their bodies found that without aid they could actually travel at only about 20 knots' speed.

One of the theories which has resulted from this research is that the dolphin is actually a hitchhiker. When a ship moves through the water, it creates a pressure field forward of the ship's path, which the dolphin can find and in which he can ride. Not only do dolphins use ships for this purpose, but they also use each other. A similar force field is created close to any object moving through the water. Often smaller dolphins "ride the waves" created by their larger fellows.

Among the most amazing and well-known traits of the dolphin is its friendliness to man. Equipped with what some consider a silly-looking smile, along with a playful nature, dolphins will adapt to humans without the slightest fear. They will allow themselves to be handled, blindfolded, and even taken out of the water.

Dolphins have recently figured prominently in some other kinds of Navy research and experiments. Since dolphins supposedly have a reputation for doing nice things for man, Navy researchers in San Diego decided to try and return the favor.

It was known that tuna fishermen in the area use the sea mammals to guide them to schools of tuna, but many of the dolphins would subsequently get caught in the fishermen's nets (thousands are inadvertently killed this way each year). Although dolphins can jump higher than 10 feet in the air—easily enough to clear the float lines of the nets—they had refused. The fishermen brought the problem to Navy scientists.



Left: Special research training. Above: A button tag on the dorsal fin of a porpoise is used to trace migration habits.

The solution was as ingenious as it was unusual. The scientists equipped themselves with recordings of killer whale screams and large microphones and headed out with the fishermen. When the dolphins had been driven up to the lines, the scientists turned on the recordings, and some of the frightened sea mammals leaped over the nets. The next day a still greater number made it over the entrapping nets.

IN YET ANOTHER EXPERIMENT—this one involving both dolphins and whales—the Naval Undersea Center has been tagging the sea mammals as part of a study of migration patterns of porpoises and associated species which cause widespread interference with Navy acoustics research in the open sea. The sea mammals are outfitted with either a numbered nylon disc on the dorsal fin or a radio transmitter with a depth sensor by which the animal can be tracked.

Navy scientists are asking all seagoing people who just enjoy standing on the deck and looking out on the sea to help. If a seaman happens to see a dolphin or whale with a tag on its dorsal fin swim by, he should report the sighting to the biologists at San Diego's Naval Undersea Center.

The button tags should be visible as the sea mammals surface to breathe or ride a bow wave. The radio tag can be seen even at a considerable distance, as the small whip breaks the surface of the water,

Above: Cynthia escorts her calf around the tank at the Naval Undersea Center. Right, above: Studying porpoise health and physiology. Right: Health inspection at the Point Mugu Marine Biology Facility. Facing page: Vivo, a 600-pound pilot whale at NUC.

much like a submarine's periscope. The sea mammals also have an orange, yellow, white or green spaghetti-like streamer which may wave around while he surfaces, but these can only be seen at a short distance.

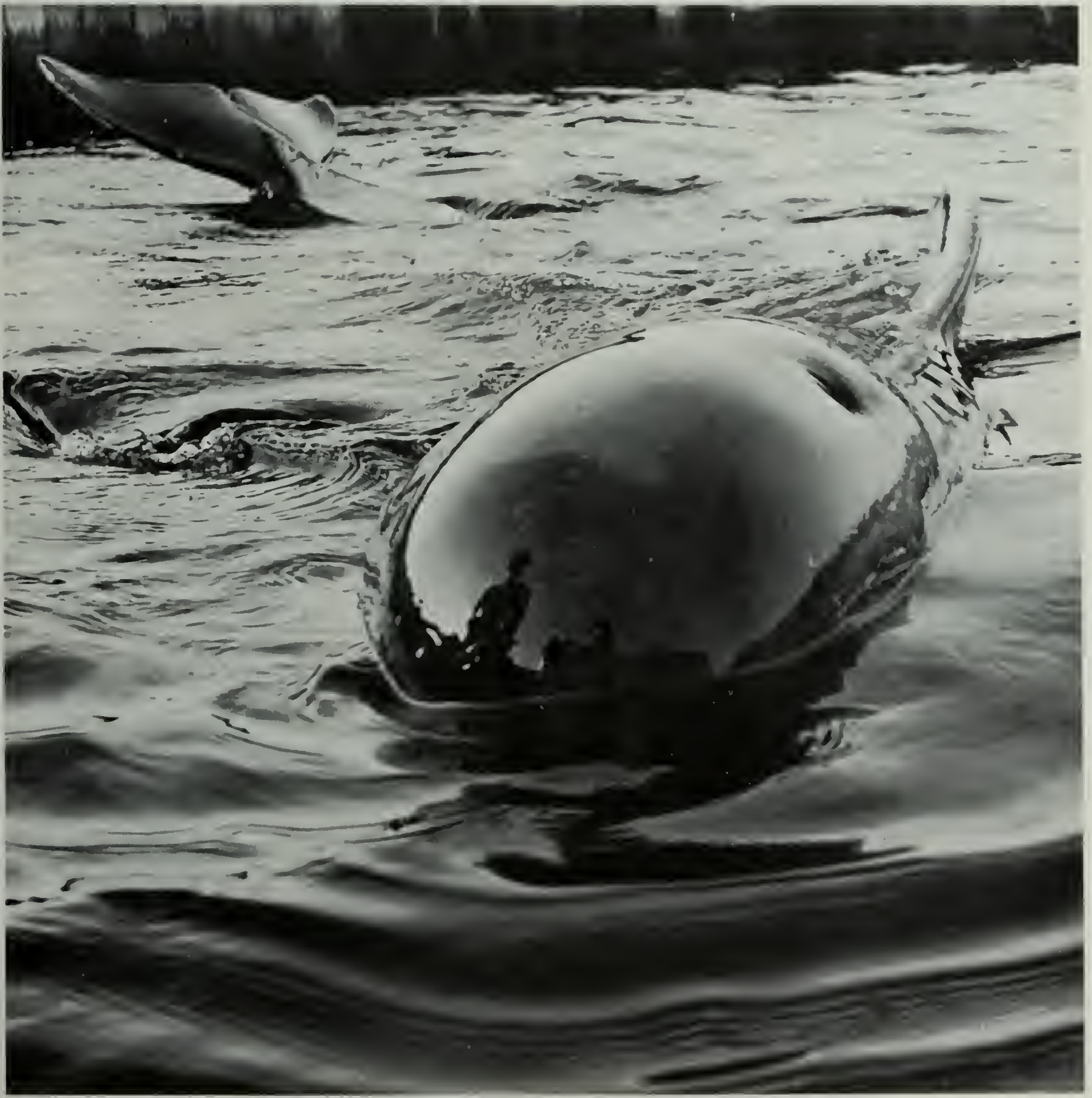
The success of the program depends on the number of sightings made by sailors around the world. Scientists have also asked commercial and sport fishermen to cooperate in reporting any observations of these sea mammals. Sighting reports should include the date, time, location and description of the tag and should be sent to the Marine Bioscience Facility, Naval Undersea Center, San Diego, Calif. 92123.

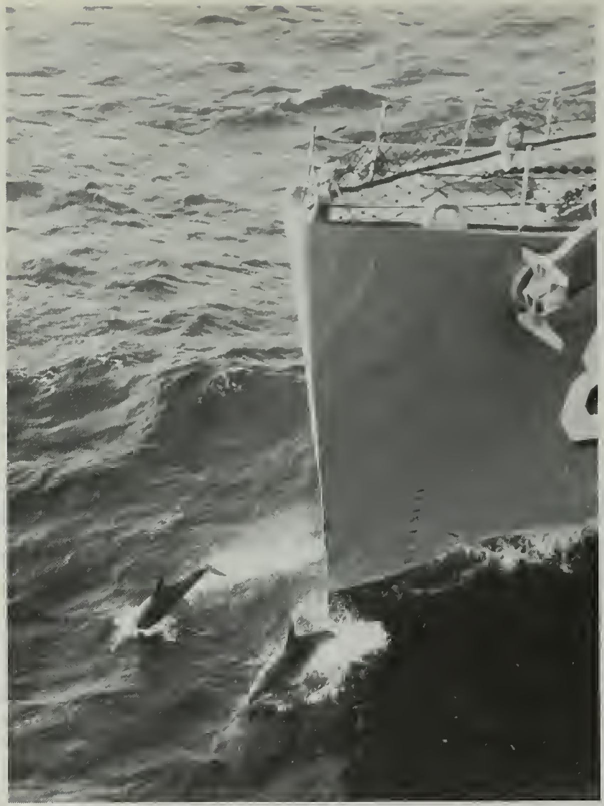
Tags recovered from the sea mammals washed up on the beach should also be reported. There is a small reward for all tags returned to the center.

The results of the study—now more than two years old—have been encouraging. One bottlenosed dolphin tagged late in 1970 off Magdalena Bay was recovered by an American tuna boat off Manzinillo, Mexico, in January 1971. The dolphin, who was previously believed to be a member of a resident population, had traveled at least 440 nautical miles in less than three months.

As you may have noticed throughout this article, the terms "dolphin" and "porpoise" have been used interchangeably. If that point has ever confused you, don't worry. Most scientists don't make any distinctions either.

A few years ago, an All Hands staffer tried to get to the bottom of this mystery. He searched through





many scientific journals and texts, tracing the scientific names of the orders, families, and genera of sea mammals. Finding no satisfactory answer there, he even called an expert at the Smithsonian Institution in Washington, D. C.

Without going into all the details, suffice it to say he came away more confused about the matter than when he started. So, if you like the name "porpoise," use that one. If you prefer "dolphin," by all means stick with it. If you don't like either, pick out an entirely different one. You may help us all.

WHALES ARE PLAYING A MAJOR PART in another series of experiments being conducted by the Navy. Along with sea lions, they have become the "man's best friend" of the sea by working as retrievers. No, they don't bring the weary sailor his slippers and evening paper. Instead, they retrieve test ordnance.

By rewarding them with tasty, small fish, naval researchers have recently trained whales to dive routinely more than 1000 feet to recover hardware such as torpedoes, and some have gone down to a 1654-foot depth. The project originally used both the 1200-pound pilot whale and the 5500-pound killer whale. However, the killer whale was dropped when the pilot whale proved to be more reliable.

In order to accomplish this, researchers placed a large yellow rubber bit to which is attached a special grabber device and hydrogen gas generator in the whale's mouth. The whale—with bit in mouth—swam down to a torpedo equipped with a homing device and

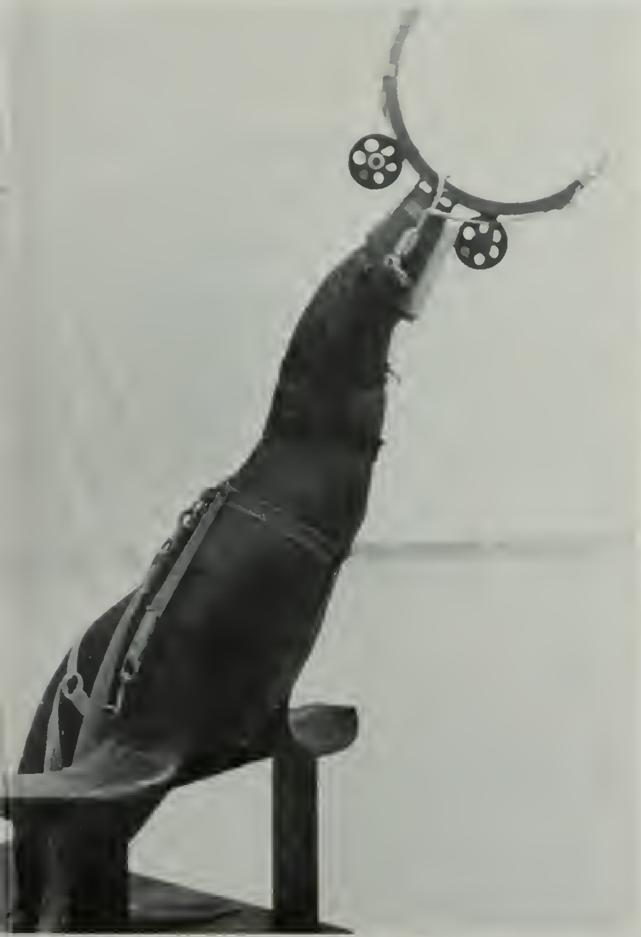
clamped the gas generator around the torpedo body. Then he swam back to the ship for his "supper." In the meantime, when the whale left the scene of his efforts, the gas generator was activated and the torpedo floated to the surface.

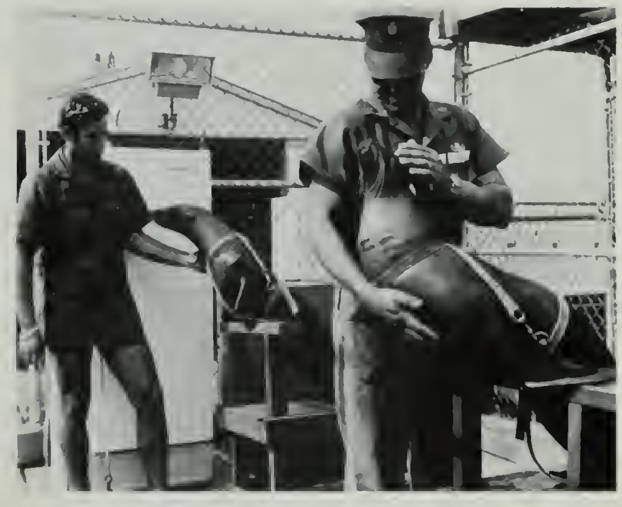
Sea lions go about it in a somewhat different manner.

The sea lions were fitted with a "grabber" device, a dual-jawed clamp which, when pressed against a target, completely encircles it. A line attached to the device is used to recover the ordnance. When the device was secure, the sea lion swam back to the ship for his reward, as did the whale. Sea lions are limited to depths of around 500 feet.

Man has been cooperating with seagoing mammals every since Jonah was swallowed by that "big fish." Navy scientists are just part of this long-standing tradition. They're trying to tap that vast reservoir of knowledge which sea mammals can provide to future sailors and navies around the world.

—JO3 Jim Stovall





Facing page, far left: Porpoises escort USS Hawkins (DD 873). Facing page, top to bottom: Pilot whale and trainer go through torpedo retrieving exercise. Above left: Sea lion demonstrates Quick Find recovery system. Left: Sea lion poses with grabber device. Above: Trainers harness sea lions for training session.

THE STORY OF FOUR SHIPS

and the men they honor

WITH FEW EXCEPTIONS, the Navy has named its ships in specific categories since the practice was initiated by Congressional act on 3 Mar 1819. During the battleship era states of the Union were honored; cruisers still bear the name of major cities and many aircraft carriers bear the names of famous battles.

To honor men who bravely fought these battles, or who otherwise dedicated their lives to the welfare of mankind, the Navy commissions its destroyer class ships and fleet ballistic submarines with proper names.

Among the latest to be so named is the newly constructed ocean escort *Jesse L. Brown* (DE 1089), which honors the memory of a heroic naval aviator who became the first American Black naval officer to lose his life in combat during the Korean conflict.

DE 1089 becomes the fourth ship to bear the name of a heroic Black American. The others are the veteran WWII escort ship USS *Harmon* (DE 678), now out of commission, a brand-new escort ship *Miller* (DE 1091) still under construction; and the fleet ballistic missile submarine USS *George Washington Carver* (SSBN 656). *Harmon* and *Miller* honor two enlisted mess attendants who lost their lives during WWII; the submarine honors the famous southern agricultural scientist.

THE NAVY PILOT for whom the *Jesse L. Brown* is named has been described as an unusual man, quiet, unassuming and serious—but full of humor—a devoted familyman, and one dedicated to his profession and his squadron. He also was the Navy's first Black aviator.

Born in Hattiesburg, Miss., on 13 Oct 1926, Jesse Brown was educated in Hattiesburg public schools and at Ohio State University in the College of Engineering. He enlisted in the Naval Reserve on 8 Jul 1946 and reported for active duty on 15 March the following year.

In less than a month, his enlistment ended in order for him to accept an appointment as a naval midshipman. He attended Navy preflight school in Ottumwa, Iowa, and continued flight training at the naval air training stations at Pensacola and Jacksonville, Fla. On 21 Oct 1948, Jesse L. Brown was designated a naval aviator.

A fellow officer believes that the young aviator "would have had a tremendous future," had his life not been snuffed out on 4 Dec 1950 during a daring attack against enemy positions near the banks of the Chosin Reservoir in Korea. Ensign Brown led a section of Fighter Squadron 32 aircraft to the scene in answer to a call for close air support from Marine troops fighting heavy concentrations of enemy forces near the reservoir. He was undaunted by the heavy antiaircraft fire encountered and repeatedly pressed his attacks, aggressively strafing hostile positions until his plane was struck by enemy fire and crashed.

A fellow pilot in Brown's squadron, LTJG Thomas J. Hudner, Jr. (now a captain), valiantly crash-landed his plane alongside the burning wreckage and attempted a rescue. In the presence of enemy troops,

Facing page left: The new ocean escort Jesse L. Brown (DE 1089) is launched in New Orleans. Facing page right: Ensign Jesse L. Brown in 1949. Top: ENS Brown was the Navy's first black aviator. Above: LTJG Thomas Hudner greets Mrs. Brown after receiving the Medal of Honor for his gallant but unsuccessful attempts to save ENS Brown's life during the Korean conflict. Below: USS Brown after her launching.

REENLISTMENT ON THE BROWN

One of the first reenlistments on board the ocean escort *Jesse L. Brown* (DE 1089)—named in honor of the Navy's first Black aviator—took place while the ship was still undergoing her precommissioning rigors.

Taking the reenlistment oath was Boiler Technician 1st Class Theodore Smith, pictured here. Petty Officer Smith supervised the operation of both the ship's 1200-psi boilers when the ship got underway for her home port, Newport, R. I., after she was commissioned at Boston.

and with scant hope of personal survival or escape in the sub-zero temperature, he steadfastly packed snow around the fuselage with his bare hands to keep flames away from the trapped aviator. But after he struggled unsuccessfully to free Brown, Hudner was forced to return to his own plane and radio for help. A rescue helicopter soon arrived, but Brown had perished in the wreckage. In recognition for his heroic efforts, LTJG Hudner was awarded the Medal of Honor.

This month, the commissioning pennant is scheduled to be raised on board *Jesse L. Brown* at the Boston Naval Shipyard, after which the 438-foot ship will steam for Newport, R. I., her assigned home port, where she will operate as a unit of the Atlantic Fleet Cruiser-Destroyer Force.

Molding the *Jesse L. Brown* crew began last November, using a new concept in unit precommissioning training. The unit is composed of approximately 200 officers and enlisted men with a nucleus crew of key officers and supervisors numbering about 35. The unit, in turn, is divided equally, with each of the two increments receiving in the neighborhood of four weeks' training.

The first half of the unit began training in November, and reported to the ship in Boston. The second half started its training a month later and will report aboard before commissioning.

This intensive training, according to the ship's prospective commanding officer, Commander William Fogarty, is designed to prepare each man for his specific job in the ship, including damage control and firefighting. Many of the crew have received specialized instruction in certain areas of responsibility.

It is expected that the same type of unit training will be used to prepare the crew to man *Miller*. Identically designed to the *Knox*-class *Jesse L. Brown*, the DE 1091 is also equipped to locate and destroy hostile submarines. She has an overall length of 438 feet; extreme beam of nearly 47 feet; and a full-load displacement of 4200 tons. Yet she can exceed 27 knots' speed. Her crew will consist of 17 officers and 228 enlisted men.

Among *Miller's* technical equipment will be a bow-mounted, long-range sonar and variable depth sonar, while her armament will consist of one 5-inch .54-caliber rapid fire gun, an antisubmarine rocket *(Asroc)* system, and two antisubmarine homing torpedo launchers. In addition, both *Jesse L. Brown* and *Miller* have space allotted for a self-defense missile weapons system.

Slated to be commissioned sometime in April, DE 1091 has been named in honor of Ship's Cook 3rd Class Doris (Dorie) Miller who served heroically in the battleship USS *West Virginia* (BB 48) during the Japanese attack on Pearl Harbor.

Historians have recorded that Mess Attendant Dorie Miller was collecting laundry in the battleship when general quarters sounded as the raiders struck Hawaii. Within minutes, the ship was rocked by six or seven torpedo hits, at least two bombs exploded on board, and her decks were covered with burning debris and flaming oil showered from an explosion in nearby USS *Arizona's* forward magazine.

Miller raced to his GQ station — the antiaircraft battery magazine amidships—only to find that torpedo damage had already taken its toll. He hurried topside where he braved the bombing, strafing and flaming decks to help the ship's mortally wounded commanding officer to a place of greater safety. Miller then manned a machine gun and opened fire on the attackers, relating later that he believed that he got one of them before he was ordered to leave the bridge after some 15 minutes of continuous firing. For his selfless risk in trying to save his CO, and his extraordinary display of courage in the face of death, the 22-year-old sailor was awarded the Navy Cross.

From his father's farm near Waco, Tex., Miller joined the Navy in September 1939, and served in the ammunition ship USS *Pyro* (AE 1) before being assigned to *West Virginia*. After Pearl Harbor, he served in the cruiser USS *Indianapolis* (CA 35) for 17 months, then spent a brief time at the Puget Sound Naval Shipyard in Washington before joining the crew

Above: Dorie Miller after receiving the Navy Cross in ceremonies at Pearl Harbor in 1942. Right: The new ocean escort Miller (DE 1091) is launched in New Orleans.

of the newly constructed escort aircraft carrier *Liscome Bay* (CVE 56) in the spring of 1943.

Shortly afterward, Miller was promoted to ship's cook 3rd class—before the ship was commissioned in August. Then, scarcely more than two months later, having completed drill and exercise periods off the California coast, Dorie Miller and the new flattop departed San Diego on 21 October for Hawaii and subsequently the invasion of the Gilbert Islands. The battle for Tarawa commenced on 20 November, ending in a U. S. victory some 76 hours later. The young Texan sailor had had his second taste of battle and come out unscathed.

The following day, just after reveille—on her 99th day as a Navy ship—*Liscome Bay* became the target of a Japanese submarine torpedo—at 0510. Twenty-three minutes later she sank, carrying the task force admiral, the commanding officer and 644 crewmen with her. Petty Officer Miller was not among the 242 survivors, but his deeds at Pearl Harbor will long be remembered.

THE FIRST U. S. NAVAL SHIP to be named in honor of a Black Navyman was the World War II destroyer escort USS *Harmon,* christened on 25 Jul 1943 by Mrs. Naunita Harmon Carroll in honor of her son, Mess Attendant 1st Class Leonard Roy Harmon, who had died eight months earlier during the Battle of Guadalcanal.

Leonard Harmon was serving on board the cruiser USS *San Francisco* (CA 38), flagship of the Navy's Guadalcanal task force, which led a fleet of five cruisers and eight destroyers to victory against two Japanese battleships and 14 destroyers bent on shelling Marine-held Henderson Airfield. The pointblank attack was made at night, illuminated by searchlights and star flares. Fighting became fierce on both sides. *San Francisco* was hit numerous times, and Leonard Harmon was in the thick of it.

Despite the savage enemy shelling he continued to assist and care for the wounded and evacuated men to a dressing station. At the peak of the battle, *San Francisco* came under vicious cross-fire from three directions, temporarily losing power and steering control. As the ship slowed, enemy salvos found their mark on the navigation bridge, killing the force admiral and all but one of his staff. Harmon deliberately defied the enemy gunfire to protect a fallen shipmate with his own body and was among the 107 to die aboard the cruiser which had taken 45 shells, 15 of them 14-inchers from battleships. For his courageous actions, Mess Attendant Harmon was awarded the Navy Cross, posthumously.

As for his namesake, USS *Harmon* was commissioned on 31 Aug 1943 and joined the Third Fleet in the Pacific, arriving at Noumea on Christmas Day. She remained on escort duty in the Samoa area until September 1944 when she proceeded to Pearl Harbor to join the Seventh Fleet. Later, as part of Task Group 77.9 she took part in the Lingayen Gulf operations and still later, while serving as a screen for Task Unit 77.4.1, survived an aerial attack by Japanese planes.

For one month, beginning 15 Feb 1945, *Harmon* operated with the escort and antisubmarine screen at Iwo Jima. This was to be her last war-zone duty as she returned to Pearl Harbor to become a vessel of the First Fleet's training unit. She had earned three battle stars for her World War II service.

In August 1945, the destroyer escort steamed to Mare Island Naval Shipyard in California for a yard period before being reassigned to the Atlantic Fleet at New London, Conn. There she remained until December 1946 when she began a transition to the Naval Reserve Fleet and subsequent transfer to Green Cove Springs, Fla. On 25 Mar 1947, *Harmon* was decommissioned and placed in the Atlantic Reserve Fleet, Florida Group, and stricken from the Navy's ship list on 1 Aug 1965.

It was in 1959 that the Navy broke away from its tradition of naming submarines solely after fish and denizens of the deep, and bestowed the honor on American patriots and developers of democracy. Next summer, the first fleet ballistic missile submarine to be named in honor of a Black American, USS *George Washington Carver* (SSBN 656), will celebrate her seventh anniversary with the fleet.

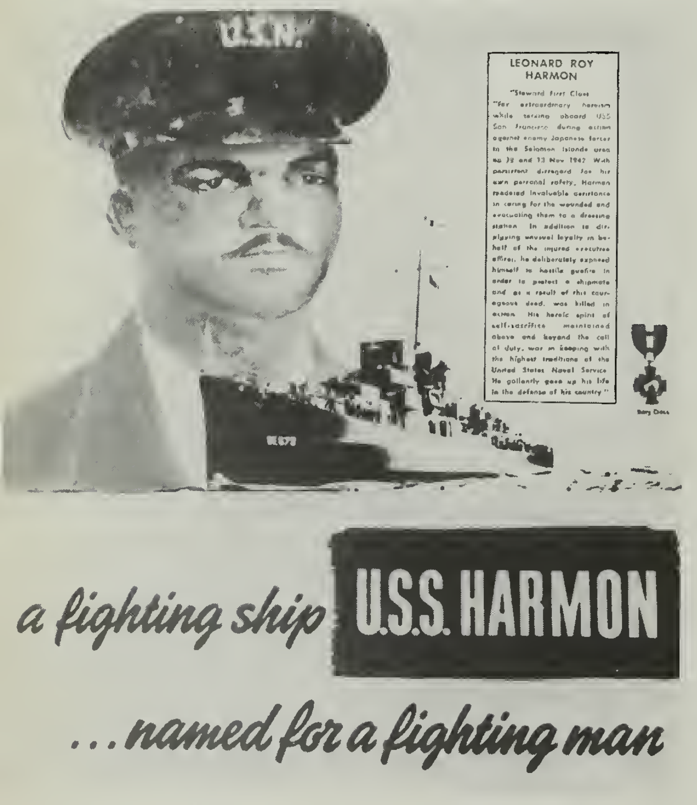
George Washington Carver—agricultural scientist and philanthropist—most certainly falls within the dedi-

MILLER BARRACKS AT GREAT LAKES

No doubt there will become a close rapport between the inhabitants of the Navy's newest bachelor enlisted quarters complex at Great Lakes and the crew of a newly constructed ocean escort. Both have been named in honor of Doris (Dorie) Miller, who distinguished himself in defense of Pearl Harbor on 7 Dec 1941 (see text).

The BEQ, which was dedicated a year ago on the anniversary of Pearl Harbor, houses nearly 2000 service school students at the Great Lakes Naval Training Center. Some of the students studying and living there may eventually be assigned to USS *Miller*, slated for commissioning in April.

Below: A World War II recruiting poster honors Leonard Harmon and the ship named for him. Below right: The destroyer escort Harmon (DE 678) served in the Pacific during World War II and won three battle stars.


LEONARD ROY HARMON

"Steward First Class

"For extraordinary heroism while serving aboard USS San Francisco during action against enemy Japanese forces in the Solomon Islands area on 12 and 13 Nov 1942. With persistent disregard for his own personal safety, Harmon rendered invaluable assistance in caring for the wounded and evacuating them to a dressing station. In addition to displaying unusual loyalty in behalf of the injured executive officer, he deliberately exposed himself to hostile gunfire in order to protect a shipmate and as a result of this courageous deed, was killed in action. His heroic spirit of self-sacrifice, maintained above and beyond the call of duty, was in keeping with the highest traditions of the United States Naval Service. He gallantly gave up his life in the defense of his country."

cated American category. Born during the Civil War near Diamond Grove, Mo., Carver grew up in the midwest and worked his way through school, earning a B.S. degree from Iowa State College in Ames at the age of 30. For two years he continued to study and work at the college as a botanist, receiving a master's degree in 1896 before accepting a position at Tuskegee Institute in Alabama.

Carver set out to persuade poor farmers to enrich their exhausted southern soil, drained of minerals soaked up by cotton. He created a school-on-wheels to demonstrate soil fertilization. He also convinced many to plant peanuts, sweet potatoes and soybeans. It then fell upon him to find wider uses for the vastly produced products; through his experiments, he created 300 by-products from the peanut plant alone—cheese, milk and coffee substitutes, flour, ink, dyes, soap, wood stains, imitation board—and a hundred outgrowths from the sweet potato, such as flour, vinegar, molasses, rubber, etc.

Carver's work was to become widely recognized in the ensuing years and in 1923 he was awarded the Spingarn Medal and in 1939 the Roosevelt Medal for his contributions in the area of conservation.

Three years before his death, on 5 Jan 1943 in Tuskegee, the famous Black philanthropist donated his life savings of $33,000 to establish the Carver foundation to carry on his research.

IN THE WAKE of FBM subs *Lewis and Clark* and *James K. Polk*, *George Washington Carver* was launched on 14 Aug 1965, placed into commission on 15 Jun 1966 and set out on her first patrol on 12 December that same year. With a length of 425 feet and a displacement of 7250 tons, *George Washington Carver* was designed initially to carry A-3 *Polaris* missiles. She carries two crews, one Blue and one Gold, each made up of 100 officers and enlisted men who normally serve three-month patrols out of the submarine's home port, Groton, Conn.

TODAY, USS *Harmon* is but a memory. The heroics of the man for whom she was named, however, have been recorded in the annals of naval history for all time.

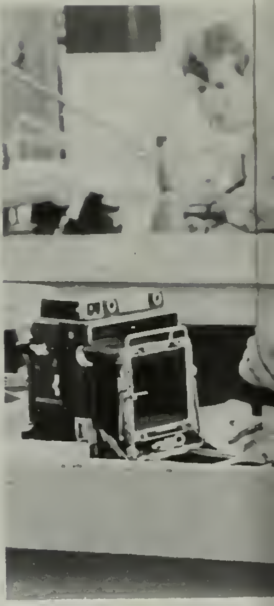
As for *Jesse L. Brown* and *Miller*, they are on the thresholds of their careers. The dedication displayed by the men for whom they are named will serve as an inspiration to their crews as it has for the crews of *George Washington Carver*.

—JOC Marc Whetstone, USN.

Below: The great agricultural scientist George Washington Carver (1864-1943). Bottom: The nuclear-powered fleet ballistic missile submarine George Washington Carver (SSBN 656).

PH3 MIKE McCRACKEN

PHOTO FIXER



SOME SAY IT TAKES THE HANDS of a doctor, the patience of a jeweler, and the ability of a watchmaker. Others might not go that far, but anyone who knows anything about camera repair work in today's Navy knows a camera repairman has to resemble a skilled craftsman in both temperament and ability.

One Navyman on the way to gaining these skills is Photographer's Mate 3rd Class Mike McCracken. He is a student at the Naval Air Technical Training Unit's Photographic Equipment Repair "C" School (PHER), is a native of Texas, and now calls Camarillo, Calif., his home.

Mike has been in the Navy for three years. Most of his service has been with Commander, Fleet Air, in Hawaii in a flag administrative unit until he attended Photographer's Mate Class "A" School in Pensacola. Upon completion of class "A" school, he enrolled in the PHER course.

Although Mike finds time for relaxation with hobbies like bike riding, bow hunting, snorkel diving and table tennis, he is usually kept busy with his school and studies; qualifications for admission to the camera repair school are quite selective. A GCT/ARI test score of 110 or higher with a high mechanical score and at least 18 months' remaining service are required to obtain entrance to the school.

THE CURRICULUM of Camera Repair "C" School is broad and extensive. A complete knowledge of the repair of all the cameras, shutters, and flash equipment used by the Navy is required.

The 16 weeks there start with a basic orientation in tools. This covers screwdrivers, tappings and other small handtools. From here the students take a basic course in electronics to become familiar with the circuits they will encounter during repair of complex aerial cameras. The next phase is actual work with the aerial camera and its electrical components. Here trainees also get acquainted with "trouble-shooting" and other problem-solving exercises. This five-week part of the course is most extensive and eventually gives the basics to camera shutter repair.

From this unit, the cameras get smaller. The students are trained in basic repair of movie cameras for two weeks. This includes work on the Bell and Howell 70-KRM and the Kodak Cine Special II.

Then comes a course on ground camera repair. The Speed Graphic, Mamiya and 35mm cameras used by

Above: PH3 McCracken dismantles a camera at the photographic equipment repair "C" school in Pensacola. Above corner: PHC Al McCoy gives detailed instruction on a stripped-down lens and shutter. Right: Working with precision tools is an essential part of McCracken's training. Below: Repairing a complex shutter mechanism demands the utmost care, patience, and intricate skill.

the Navy are studied in this phase.

The curriculum is strenuous, exacting and necessary for the upkeep and maintenance of today's Navy cameras. Mike's summation of this instruction is that it is "excellent" and "very complete."

When asked why he chose this school, he said, "When I was little, I really dug working with tinker toys—later I became interested in more complex mechanics, and it seemed natural to try my hand at this."

—By PHAA John Valdez, Jr.
and PHAA Greg Simone

FOR THE TRAVELING NAVYMAN

MICRONESIAN

Two U. S. Navy patrol gunboats anchor near a lush tropical island in the South Pacific, and a dozen crewmen ride rubber life rafts over a reef to a village of thatched-roof huts. The news of their arrival spreads quickly, and islanders are soon thronging the white, sandy beach. Many of them wade out knee-deep in the emerald green water, or paddle out in their handcarved canoes to welcome the visitors to their island.

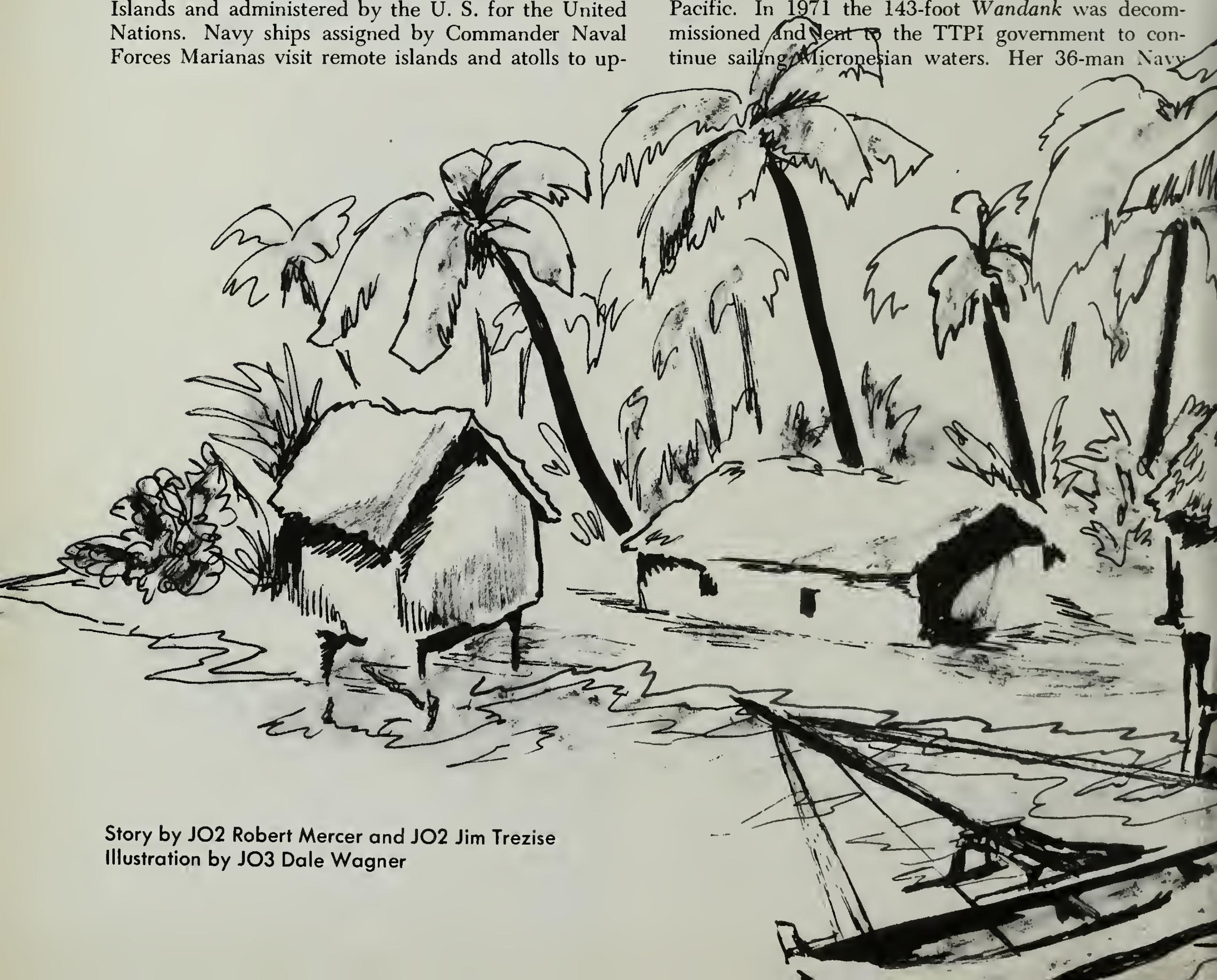
Sounds like the screenplay for a World War II movie, or maybe the warmup for some old salt's sea story? For all we know it may be both, but it's also a very real situation in today's Navy.

Walking coral beaches lined with palm-thatched houses and sailing in outrigger canoes is nothing unusual for men on certain ships homeported at the western Pacific island of Guam. Ships regularly set sail from Guam for the surrounding islands of the Trust Territory of the Pacific Islands (TTPI), which is comprised of the Caroline, Mariana and Marshall Islands and administered by the U. S. for the United Nations. Navy ships assigned by Commander Naval Forces Marianas visit remote islands and atolls to update census figures, check on conditions of island life, and look for signs of illegal fishing by foreign vessels.

There are over 2000 islands in the TTPI, but only about 100 of them are inhabited by the 100,000 Micronesians; a few islands have large populations, but most contain between 40 and 100 people. Conventional aircraft cannot land on most of the islands, so the alternative of sending ships—and for emergencies, amphibious aircraft—has become the most common method of reaching the island people.

In most cases, you can't apply for Micronesian duty —it comes by chance. ComNavMarianas assigns ships which are free for the moment to make the periodic visits to the islands.

Only one ship, the auxiliary ocean tug, formerly uss *Wandank* (ATA 204), has ever made visits on a regular schedule. She served the Navy out of Guam from 1956 to 1971, making many trips into the Trust Territory between towing assignments in the western Pacific. In 1971 the 143-foot *Wandank* was decommissioned and lent to the TTPI government to continue sailing Micronesian waters. Her 36-man Navy



Story by JO2 Robert Mercer and JO2 Jim Trezise
Illustration by JO3 Dale Wagner

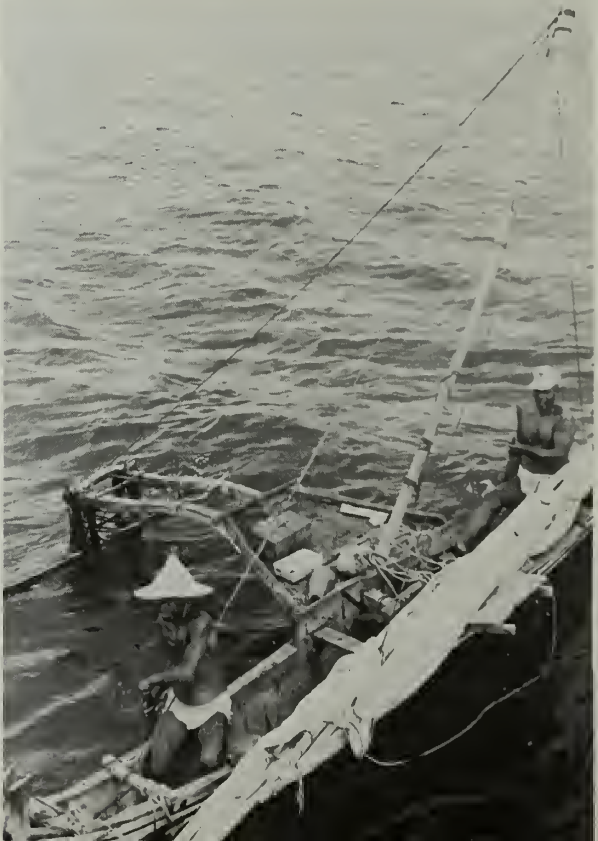
ADVENTURE

crew was replaced by Micronesian sailors.

Ships which have made island surveys include tank landing ships, patrol gunboats and ocean tugs. Besides performing their basic mission of visiting the islands, LSTs are used to deliver heavy cargo, and the trips have generally proved popular among the 80 to 100 men on the 300-foot "Tees." Two of the Navy's newest and fastest patrol gunboats, USS *Asheville* (PG 84) and *Tacoma* (PG 92), have also made island surveys with their 26-man crews.

When a ship receives a Micronesia assignment, her crew is kept busy preparing for a two- or three-week excursion which will include over a dozen islands. These missions take the ship far from normal shipping lanes, so all equipment on board must be thoroughly checked to avoid breakdowns. An important piece of equipment is the 10-foot rubber raft and its outboard motor; since there are virtually no harbors on most of the islands, the raft is used for almost every landing.

SUPPLIES FOR THE TRIP include Navy community relations and Operation Handclasp donations. Hand-



tools, school supplies, fishing gear, cloth and sporting goods are typical donations, which are determined by availability and the islanders' expressed needs.

Before the ship sails, her crew must have a clean bill of health—since in isolated areas even the most common disease may be fatal to islanders. *Wandank* once delayed sailing for a day because a crewmember's child contracted measles, and only after medical tests showed there was no infection in the crew was she able to get underway.

Quartermasters have special problems navigating Micronesian waters. Not only do they have to find a small dot of land in the middle of the ocean, but also their charts are based on Japanese mapping operations of the 1920s. These charts contain errors and many blank spaces; *Wandank's* last Navy skipper reported that reefs are often incorrectly charted, if charted at all, and that bottom depths sometimes jump suddenly from several thousand feet to a hundred or less—which can be quite unnerving for officers of the deck.

Because the area is relatively uncharted, ships on island visits include updating of old charts as part of their duties. Local islanders also contribute much of the information that is passed on to the Hydrographic Service.

There are mountainous, volcanic islands in Micronesia, but a ship's duties usually takes it to the more numerous coral atolls. These coconut palm-covered masses of coral rise to about 15 feet above sea level and are surrounded by outer reefs forming lagoons. Many of the islands, which appear as oases in a desert of ocean, are so small that you can walk around them in about 15 minutes.

WITH NO HARBOR TO ENTER, the ship must stand off several hundred yards and lower a landing party over the side. The 10- to 12-man parties include a landing officer, a coxswain and a bowhook. Uniform of the day borders on the casual—baseball caps (sometimes replaced by a palm leaf), teeshirts, tropical shorts and sneakers—but one part of the uniform is always regulation: a life vest and a paddle.

When its lines are cast off and the raft is clear of the ship, an outboard motor propels the raft toward shore. Crewmen keep a close eye on the bottom with its sharp coral heads, often aided by islanders who have paddled out, or veterans of a previous visit who can point out a safe channel through the reef.

Sometimes there is no safe channel, and the only way in is to take a rough ride through the surf. In the Marshalls, there is no outer reef, so the Pacific hurls its full weight against the steep coral beaches—and the raft is almost always swamped, sometimes capsized.

During some landings the raft is beached on a coral shelf that might stretch hundreds of yards out from the island. When this occurs, the men must carry the raft across the jagged coral, which can produce cuts that are easily infected and take months to heal. Islanders often appear to shoulder part of the load, and sometimes even use their canoes to tow the landing raft ashore.

Traditional island dress is usually one of the first things noted by visitors to the smaller islands; men wear a "thu" loin cloth and women wear a "lava-lava."

Most islands have only one village consisting of thatched houses with woven palm leaf sides. House frames are tied together with coconut twine, providing sufficient flexibility to withstand even typhoon winds; mats on the floor serve as furniture and kerosene lanterns provide lighting.

While the TTPI has a central representative government, much the same as that of the United States, local authority and political leadership often remain vested in the island chief, for whom the people have deep respect. Decisions made by him and the island elders are always motivated by what is best for their people.

ISLAND PROTOCOL requires that a landing officer immediately contact the island chief; if he does not speak English, a school-age boy often acts as interpreter, and his rudimentary command of the English language can lead to small misunderstandings. During one *Wandank* landing, for example, the landing officer was walking toward a group of villagers when a sailor called, "Hey, chief," to the chief bos'n who was a few steps behind the officer. At that, the island leaders walked past the officer to welcome the "chief" and his men to the island.

The meeting between the chief and landing officer usually takes place in the village boathouse, which also serves as the men's club. Sitting on a mat opposite the chief, the landing officer explains his business. Population figures are gathered, community relations and Operation Handclasp donations presented, and services of the corpsman or ship's doctor offered. Only after business is finished does the officer request permission for his men to look over the island.

A HOLIDAY SPIRIT usually prevails as Navymen and islanders meet and trade. For men of the visiting ship, there are beautiful shells and a variety of handmade items to be examined and obtained by bargaining; islanders eye the everyday things of the outside world carried by sailors. Lighters, knives, candy and soap regularly change hands. Value systems are revealed as sailors discover that islanders prefer cigarette lighters to watches, and the islanders puzzle over what Navymen intend to do with those big glass Japanese fishing floats and common shells.

Camera-happy Navymen often take pictures of this new world and its people, and the most popular man is the owner of the type of camera whose instant pictures are passed among the delighted islanders. For some, it is their first portrait.

To quench the thirst of visiting Navymen, green coconuts are cut down by agile climbers and opened by a quick machete stroke. The milk of brown, aged coconuts is too sweet to drink in quantity.

"I drank more coconut milk on this cruise than I have in my entire life," reported an *Asheville* officer. "Before we left one island the villagers covered the wooden pier with coconuts for us to take back. We filled both rubber rafts with as many as they would hold, but still had to leave two-thirds of them on the pier. Then when we got to the next island," he continued, "the inhabitants there also wanted to give us coconuts—but we had to refuse since the fantail was already filled."

TURTLE FEASTS are a part of island life only occasionally seen by visitors. The mammoth reptiles are caught on islands uninhabited by man, brought back alive and roasted in big fires. Turtle meat has been judged as delicious by most Navymen who have tried it, and turtle eggs—an island delicacy—are also served at a feast. Guests can also sample breadfruit, which grows on trees but tastes like freshly baked bread when warmed over a fire. Mangos, taro root and papaya, all staples in the island diet, are also served.

Sometimes the islanders make "tuba" by cutting open drinking coconuts and letting the milk ferment. Opinions vary over its taste, and even islanders seem to prefer American beer to the coconut brew.

While most of the men in the landing party are getting a firsthand education in island life, the corpsman or ship's doctor is hard at work. Since few of the ships assigned to visit the islands rate a doctor, the visiting medical man is usually a corpsman trained for independent duty.

EACH ISLAND has a government-trained health aide and a dispensary. The health aides, whom corpsmen have judged to be very capable, normally welcome an outsider's evaluation of their treatment and examination of difficult cases. The corpsman also checks the dispensary and gives the health aide any supplies he may need.

Doctoring in the islands is a totally new experience for most Navy medical men. A doctor on the *Asheville-Tacoma* trip in 1971 said, "I'd never made a house call in a palm-thatched hut where I had to go in on my hands and knees and work without light and with my interpreter outside."

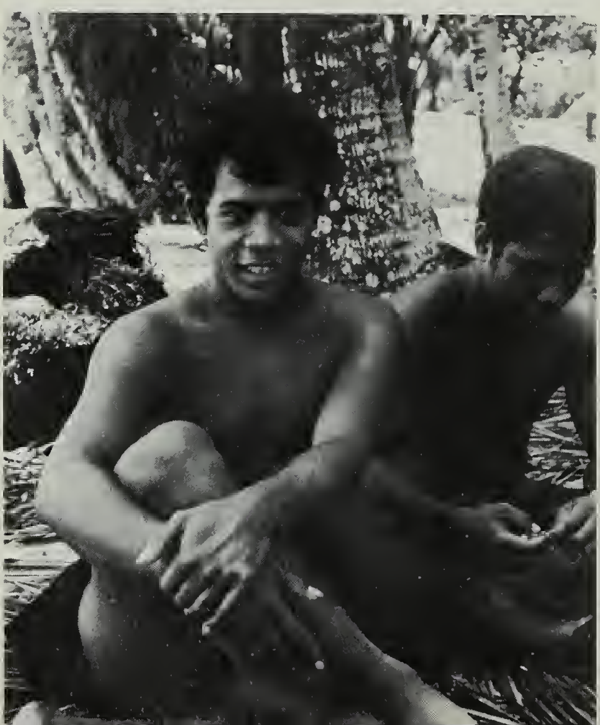
A corpsman on the same mission found out just how busy a medical man can be in Micronesia when he provided emergency medical and dental care. "I had to work with only a flashlight to see what I was doing," he said, "but everything turned out fine. Most of the patients were older people, and they were all highly appreciative." The corpsman also distributed 200 dental kits on that trip.

LONG LINES FORM to see the visiting corpsman or doctor. Nonetheless, even the common aches and pains of everyday living are treated with the same sincerity and care with which more serious cases are handled. Two men who died of flu just two days before one of *Wandank's* visits illustrate the fact that the most common illnesses present a danger on an isolated island.

While people on major islands have access to doctors, many Micronesians do not; there are TTPI government roving medical teams, but like doctors and corspmen from Navy ships, they can stay on an island for only a short time. Consequently there is not time, or the facilities, for such things as corrective surgery or the prescribing of eyeglasses.

Things are changing in Micronesia, largely due to visits of ships. Roads and airstrips are being built, and many of the islanders seem to enjoy certain aspects of western culture—particularly movies.

VOLUNTEER WORKERS, often encountered by Navymen on these trips, are also bringing many ideas and practices of western life to the islands. Island youngsters return to their homes with new ideas after spending most of the year attending boarding school



and, with increasing trade, islanders are learning the value of a dollar.

The reaction of island children to new things often brings smiles to Navymen. Children on one island were fascinated by balloons which *Wandank* donated. *Asheville* and *Tacoma* gave another group of children soap bubble kits. "By the time the ship left," said *Asheville's* skipper, "the island was covered with tiny bubbles."

Since there are always many islands to be visited, a landing party can remain ashore for only a few hours. Navymen are often sorry to leave this different world, and islanders are just as disappointed over a ship's departure—it's often the only vessel to visit the island in a year or more.

WHEN THE TIME COMES for them to leave, Navymen find that launching a raft into the surf can be quite a challenge. The water inside the surf is too shallow for them to use the motor, so the crew must wade with the raft as far as possible into the surf, then jump in and paddle furiously. If the men work as a team, the raft will slowly climb the large swells and race swiftly down the other side; when they're far enough from the reef, the outboard takes over. Should their efforts fail, they find themselves back on the reef—often broadside and swamped.

Navy ships are called upon to provide a variety of services in Micronesia that are not specifically covered by regulations. While anchored at the island of Ulul, for example, *Wandank* was asked by three men to tow their 30-foot sailing canoe to the island of Pulap, next stop on the ship's schedule. The islanders had crossed the 50 miles between these two islands in one day, bringing six schoolchildren to meet an island trading vessel that would take them to boarding school. Now the canoe was faced with the prospect of sailing back to Pulap—a two-day voyage against the wind. *Wandank's* skipper solved the problem by having the canoe hoisted aboard, and the men and their craft were delivered to Pulap in five hours.

Islanders frequently request the assistance of electrician's mates and enginemen in repairing radios and generators. The problem is usually as simple as a dead starting battery or a loose wire, but loss of communications with the outside world is a serious matter with people on these remote islands.

SINCE THERE ARE VERY FEW SHIPS in the Micronesian area of the Pacific visiting Navy ships answer many emergency calls. *Wandank* once sailed for eight hours to aid the TPPI motor vessel *Turk Islander*, which was drifting dead in the water with a broken engine rocker arm. *Wandank's* engineering crew was able to weld the part, allowing *Turk Islander* to sail to the nearest port; if repairs had been impossible, *Wandank* was prepared to tow the vessel.

Surface Navymen aren't the only ones who visit the Trust Territory. Crewmen of Navy aircraft which make flights to the islands get a different view—usually of a narrow airstrip dating from World War II and bordered by encroaching jungle. Runway lights are rare so, except in emergencies, only daylight landings are made.

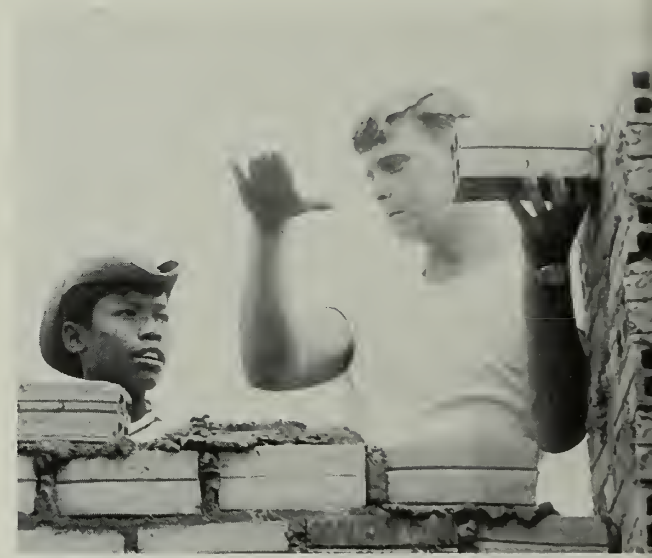
Isolated islands without airstrips are reached by HU-16 *Albatross* flying boats. Regular training flights are made from NAS Agana on Guam to other islands, but many emergency rescue flights are also made, as these planes are an integral part of the Joint Search and Rescue team. Most flights involve flying to a remote island and returning with a critically ill patient destined for the Navy Hospital on Guam.

Navymen who have visited the islands of Micronesia are often favorably impressed by the peaceful life which exists there. Change is coming. to the island—the only question is, how fast? Until the old ways disappear, however, Navymen can still experience the sailor's dream, and one day tell their own tales of tropical islands with lovely girls and sailing canoes.

The little-publicized stories

Footnotes to History*

Operation Helping Hand, Hog Farms, Chicken Lift, Family Housing, Passage to Freedom, Medical Teams, Village Clinics, Food Programs, Animal Husbandry, Dental Aid, Bac Si, School Projects, Project Handclasp . . .



THIS IS YOUR PASSAGE TO FREEDOM

An american ship sailed into Haiphong harbor, and she was met by several thousand eager Vietnamese people. Under a banner reading "THIS IS YOUR PASSAGE TO FREEDOM," in two languages, thousands of refugees filed on board. Most of what they owned they carried with them aboard ship.

The American ship, and others like her, had gone to extraordinary lengths to prepare for these passengers. The crews had arranged special accommodations; medical units had worked day and night to ensure a safe voyage to South Vietnam.

The ships were a special task group from the Pacific Fleet Amphibious Force. The operation, called "Passage to Freedom," was the first major attempt by U. S. military forces to help the Vietnamese people. It didn't take place yesterday—it happened in 1954.

Now—18 years later—war and bloodshed have obscured this particular operation from many memories. Yet its importance today is highlighted by the withdrawal of American troops and sailors—it illustrates the first of many individual and collective attempts on the part of the American military to aid the Vietnamese people in a peaceful way.

The evacuation in 1954 came just after the last of the French forces had departed from Vietnam. A peace accord in Geneva, Switzerland, was signed soon afterward. That agreement divided Vietnam at the 17th parallel into northern and southern zones, but a part of the accord also stated the Vietnamese could choose to live in either zone.

It soon became apparent that a large number of people wished to leave the north. The U. S. Navy assigned a number of ships to a special unit, Task Force 90, and these were readied to carry large numbers of refugees and tons of goods.

When the nine-month operation ceased in May 1955, the Navy had transported 310,848 people; 68,757 tons of cargo; 8135 vehicles; and 36 barges to South Vietnam from the north. A total of 66 deaths and 186 births were recorded during the operation. (Those born aboard ship were technically born on American soil, and as a result they were offered the option of becoming U. S. citizens on their 21st birthday.)

The operation's problems, of course, were massive. Not only did the passengers have to receive medical treatment, but the American crews, conversely, had to be inoculated against diseases which could have been brought on board. Navy cooks spent hours cooking rice and other indigenous foods for their passengers; quarters were cramped affairs. It is now but a matter of record that these and many other difficulties were overcome.

The number of people carried represented less than half of the 800,000 refugees who left the north during this time of trial. The remainder were either carried by ships of other nations, or they made the long journey on foot. In reality, "Passage to Freedom" amounted to a massive translocation of a nation's people.

Political and social upheavals in Indochina continued, but for the rest of the 1950s, Americans —publicly and privately—confined their aid to humanitarian and economic needs only. In a country like the Republic of Vietnam, where the fighting never really stopped, there were plenty of these needs.

As American military presence increased in the early 60s, more and more military and nonmilitary personnel were exposed to the plight of the Vietnamese. As this exposure increased, the desire also increased on the part of Americans to help in any way they could. Out of this have come many stories of personal sacrifice, courage, and devotion to humanity on the part of Americans. Interwoven through these efforts have been those of members of the United States Navy.

The following are just a few of the vignettes that could be recounted depicting the efforts of our Navy's men and women. Each instance could be duplicated a dozen times.

Operation helping hand—As they worked with members of the Vietnamese Navy, U. S. Navymen quickly became aware of their personal situations. For the Vietnamese military, the pay is extremely low—a 1st class petty officer with a wife and two children receives much less than a civilian who drives a cab in Saigon for a living. Benefits—such as government housing — are sparse; disabled veterans, too, are left pretty much without government assistance, and what aid there is could be called sketchy.

The situation cried out for action—the Vietnamese and U. S. navies responded by combining their efforts in 1969 to organize Operating Helping Hand. A multifaceted project of creating and building housing, providing for widows and dependents, distributing food, and constructing rehabilitation centers for disabled veterans, Operation Helping Hand took hold and grew.

PIGS AND CHICKENS—The project developed a "pigs and chickens" program which provided some of the primary foods—meat and eggs. Sharing their know-how, many U. S. Navymen advised the Vietnamese in animal husbandry, building farm facilities, and care and feeding methods. In Cam Ranh Bay, a model farm was established for livestock breeding. At Da Nang, U. S. Navy aircraft, even, were used to airlift baby chicks—some 23,000 at one point—for distribution to farmers in the area. By American standards this may not seem to have a place in war, yet Vietnamese navymen and their families must "scratch" for their own living. Feeding themselves is not a matter of getting to the commissary—it's a family problem.

The U. S. Navy doesn't have any farming specialists, nor does it recruit any people for that purpose—that's why the farm in Cam Ranh Bay was so interesting. Many of our men working there—even though their training was in a military specialty—had grown up on farms or in rural areas. Others, though, had no agricultural experience at all, yet they learned along with their Vietnamese counterparts.

FISHING JUNKS—Another part of the program was a fishing project, which had as its goal providing fish at low cost for the Vietnamese commissaries. With American help, the Vietnamese were outfitted with 10 modified junks with nets and during the first year, the fishing project netted (to make use of a word) a savings of $92,000.

MEDICAL TEAMS—Most of the American aid to the Vietnamese, however, has not been "down on the farm." A major portion of the U. S. Navy's work has been concerned with the health of the people, both civilian and military—sometimes even people the government considers as its enemies. Each week, for example, a dental officer and two technicians would drive to Da Nang jail to treat the prisoners, spending about an hour in examinations and passing out bandages and other supplies, while explaining proper dental care.

These teams would also visit villages in the area. When they did, they found that the people they saw needed medical attention as well. Soon medical teams of the same type were formed at the Da Nang base. Not only did they treat the sick and injured, but the doctors and corpsmen also passed out vitamins, antibiotics and other medical supplies, as well as soap.

VILLAGE CLINICS—Near Liem Lac village, there came about a phenomenon known as "Haley's Clinic." Rather than blazing across the sky, Haley's clinic

had a trail which consisted of a bumpy jeep ride, a crowded boat trip and a hike along a rice paddy. This was the circuit that Hospital Corpsman 2nd Class Bob Haley, a member of the MACV advisory team in Da Nang, took every week.

Along with two Vietnamese, he would set up his clinic in the Liem Lac village school, and people of all ages—complete with all kinds of ailments—would come to him. For the more serious cases, he would arrange to transfer the patients to a larger medical facility. Most of the ailments were minor, however, and Haley would see an average of some 230 people each week—people who otherwise would have gone without medical aid.

It seems sometimes that hospital corpsmen will find any excuse at all to treat people. Medical teams traveling with Naval Mobile Construction Battalion 62 would often treat civilians who gathered to watch a bridge being rebuilt. In another case, Hospital Corpsman 1st Class C. F. Dauphinais set up a weekly sick call in 10 different villages; working with hamlet health officials and Vietnamese nurses, he was able to see more than 2000 patients each month.

“Bac si”—The Vietnamese word for doctor—was a man the Vietnamese rarely had seen, but with the coming of the Americans, that changed in many parts of the country.

There were many individual stories of assistance given by American bac si's—one of which occurred early in 1967.

An eight-year-old Vietnamese boy was seriously injured after falling against the flywheel of the engine in his father's fishing boat. An Australian vessel was the first to arrive on the scene, and some immediate help was given. The Australian ship lacked medical facilities and sent out a signal to the nearby USS *Washtenaw County* (LST 1166). *Washtenaw County* relayed the call to a U. S. Marine group ashore, which, in turn, summoned an Army helicopter to the scene.

While all this was happening, the Coast Guard patrol boat USCG *Point Orient* made her way alongside the Australian craft and transferred the father and his son to *Washtenaw County*. From that ship, they were flown to medical facilities in Quang Ngai—long and complicated, yet it all took place in less than an hour.

Among the U. S. Navymen who were awarded the Republic of Vietnam's "'Medal of Honor" was Dental Technician 3rd Class Thomas L. Brown, for what the government termed his "unselfish devotion to bring better health and understanding to the Vietnamese people." During his off-duty hours, Brown was a volunteer member of the dental facility's team at Saigon which donated time and effort to improving dental habits among the civilian population. Often working under the threat of enemy attack, Brown and others would visit villages, overcoming their inhabitants' initial fears in the process, and offer help in treating dental and related medical problems.

HOUSING PROJECTS—Housing was another problem area in which Americans found they could assist the Vietnamese. For instance, an orphanage is standing today in the city of Quang Tri—25 miles from the DMZ—because men from Mobile Construction Battalion 10 spent their Sundays and other off-duty hours repairing it after it had been hit in a mortar attack. This example is just one of many similar jobs done by our Navy's Seabee teams. Not only have they built, but—in line with one of the purposes of Operation Helping Hand—they have also trained. On many occasions when they have improved the construction in a village or hamlet, they have had local people working with them and learning building techniques.

ROADS AND BRIDGES—Other specialties of the Seabees were roads and bridges—bulldozers all over Vietnam increased military capabilities, but also made isolated hamlets more accessible to a number of larger urban areas.

Seabees weren't the only American builders in Vietnam. Many military units donated their time and extra supplies in efforts to make life more livable for people in that war-torn country. One good example is what happened in a Saigon suburb in 1965. A group of thatch-roofed houses were leveled by fire which left many families homeless. Lieutenant Commander Donald A. Tesch found out and set his mind to a solution: use the wood from packing crates which is usually thrown away.

Called dunnage, this wood is found in quantity around supply dumps. LCDR Tesch gathered volunteers, borrowed some tools, commandeered a grader and cement mixer from various sources and set to work. Within two months the group was well on its way to rebuilding the village.

Another problem was overcome when the need for doors, fixtures and window shutters was encountered. The project had cost nothing until then, but these items took money. The activity's chaplain suggested Project Handclasp and, sure enough, the materials appeared—within six months 34 new homes were ready.

SCHOOLS FOR VIETNAMESE CHILDREN—Another project had a somewhat different purpose. Back in 1968, Lieutenant Joseph A. Raibert, a U. S. advisor to the Vietnamese navy's Recruit Training Command at Cam Ranh Bay, got it into his mind that he wanted to build a school. That was natural enough for a training advisor, but the school he wanted to build wasn't to be used by recruits—it would be for the children of the RTC staff.

Here, too, no funds were available; LT Raibert began looking around. He went to a nearby U. S. Army base and had a draftsman draw up some plans. Once he knew what materials were needed, he gave the procurement task to three of his enlisted advisors. Not long afterward, the materials began to arrive from various sources.

After recruiting some volunteers, LT Raibert and his group went to work on construction. Within two and a half months, a seven-room schoolhouse—complete with seesaws, swing sets and picket fence—was completed. The inside looked as good as the outside. It was equipped with fluorescent lights, new desks, chairs and blackboards.

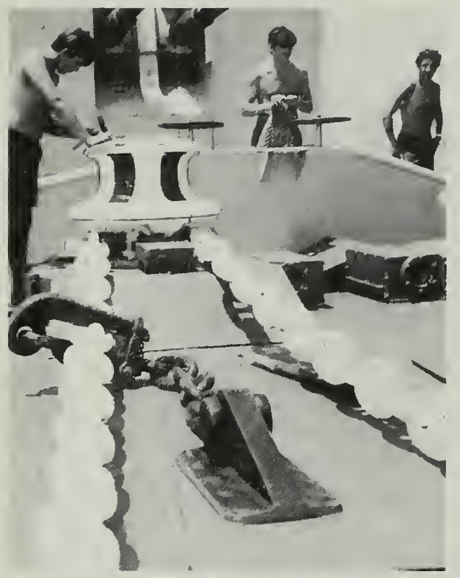
EDUCATIONAL SCHOLARSHIPS—Another fruitful idea was that of Navy Chaplain Willard W. Bartlett. Knowing of the lack of educational resources for most Vietnamese children, he established the Vietnamese Education Scholarship Board and the scholarship program it directed. The board disbursed scholarship money to Vietnamese students around Da Nang and received funds from U. S. donors serving in Vietnam and their families. The students who received the scholarships must spend some of their time teaching Vietnamese children who do not have schools available to them.

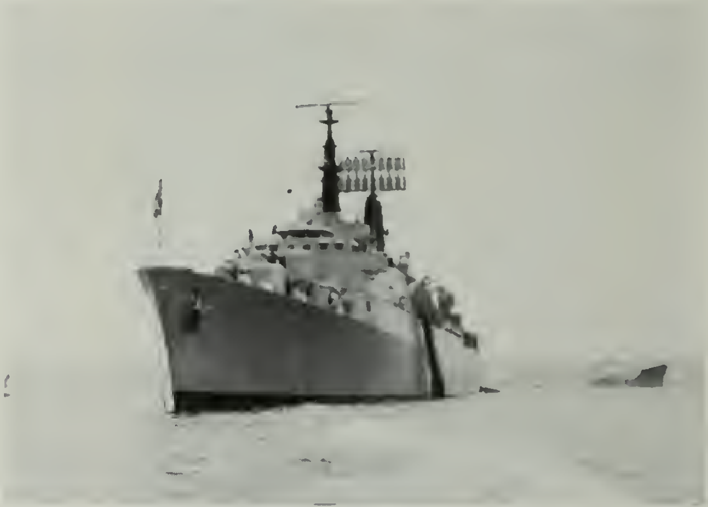
Now with the signing of a cease fire, such tales of individual and personal help on a voluntary basis will become less frequent. But the effects of projects begun by Americans and continued by the Vietnamese will be lasting—while many of the projects should prove to be the foundations for more improvements fostered by the people themselves in the years ahead.

—JO2 Jim Stovall

A VISIT WITH THE ROYAL NAVY

HMS ANTRIM





Above: Men of the Royal Navy perform a myriad of jobs in HMS Antrim's forecastle. Right: Antrim, the newest guided missile destroyer of the "County class." Below: CO, CAPT David A. Loram. Below right: Deck field hockey on a helo pod. Bottom: Civilian workers run the ship's store aboard the British vessel.

For six weeks she was among the several ships engaged in joint maneuvers with units of the U. S. Sixth Fleet in the Mediterranean. Still, she stood out like an evening star—flying her red, white and blue Union Jack.

It wasn't only HMS *Antrim's* flag that drew interest from the American sailors. It was the ship herself, her crew and glimpses of the onboard routine.

Newest of eight British guided missile destroyers of the *County* class, *Antrim* is an impressive 505-foot ship with a displacement of 5440 tons. She was commissioned late in 1970 and carries 450 enlisted men and 40 officers. Notable features include her superstructure—made of aluminum to cut down on top weight—and her highly automated equipment; engineering spaces are controlled either by computer or by push-button, and the ship's missile system can be run completely by three men.

The crew is entirely volunteer, having no pressure from a national draft system. According to the ship's skipper, Captain David A. Loram, the only way to maintain a totally volunteer force of any kind is to pay the men more, and make things as pleasant as possible for them, which, he claims, isn't always easy, particularly on deployment.

NEVERTHELESS, the captain has found several ways of making things more pleasant for his crew. One is to pipe "Hands to Bathe," whereupon nearly everyone jumps over the side for a dip. Changing into swimming attire isn't difficult for the men of *Antrim*. Their underway uniform is a pair of shorts and leather sandals. Shirts, however, are required on the mess decks.

Occasionally CAPT Loram breaks up the at-sea routine by ordering the duty section to go ashore and set up a campsite in true British fashion. During other in-port periods, the crew has available to them three sailboats and a number of canoes, and a somewhat liberal leave policy which allows hiking enthusiasts to trek from one port to another. The ship arranges to pick them up, which "makes for a nice holiday in the middle of a cruise," says the captain.

The British have always been athletic and the men of *Antrim* are no exception. They have a favorite sport played with sticks and a small coil of rope wound with black tape—shades of U. S. street hockey. Running and swinging sticks on a flight deck lends little toward safety, but the undaunted British have found a way of reducing the abrasive surface of the nonskid surface by first spraying it with water. This makes it rather slippery, but it also reduces the chance of bad bruises often suffered during a game.

WHAT ELSE IS DIFFERENT about the Royal Navy? Well, they still issue men two cans of beer at the noon meal. Chiefs have an open bar in their mess, officers play parlor games after dinner, and everyone breaks for tea at precisely four o'clock.

To the surprise of many Americans, there are civilians on board *Antrim* as part of her regular force—tailors, cobblers, launderers—whose services are somewhat extensive. A tailor, for example, will make a custom suit for a small charge. The men who run the ship's store are also civilians whose company has a contract with the Royal Navy and maintains certain agreements with regard to stocking and price regulations. Like the other civilians, they are not personally under contract with the navy and are free to leave the ship whenever they please.

In talking with the ship's crew, some general facts about the British Navy were learned — for instance, training and terms of enlistment are considerably different from those of the U. S. Navy. Usually an enlisted man obligates himself for a nine-year period. If he has technical school training provided by the Navy, his enlistment is increased to 12 years. However, a man may join up under a special contract for a period of four years, then if found to be totally unsuited or genuinely miserable in the Navy, he may "Pay the Queen" about 100 pounds ($250) and buy his way out of service.

Officers, too, are under a considerably different program than are Americans. A British officer, for example, might be in the Navy for six years before he goes aboard his first ship. He is obliged to earn a bachelor's degree, then attend Navy-related courses at Dartmouth Naval College before serving a brief period as a sub-lieutenant, the equivalent to an ensign.

COMPARED TO THE AMERICAN promotion system, advancement in Royal Navy rank is considerably slower. CAPT Loram pointed out that he entered the Royal Navy in 1937 as a cadet at Dartmouth. Since then he has had three commands and has held the rank of captain for eight years. In the British Navy, captains remain in their rank for nine years, usually, then they either make admiral or retire.

Enlisted pay grades begin at about $60 per week, considered by British standards to be a respectable salary. However, out of this, the sailor must pay two or three dollars a day for his room and board. There are variations to all pay and promotion programs, just as there are in the U. S. Navy, with certain compensations being made for the married men. A number of new enlisted programs provide varying requirements suited to the individual.

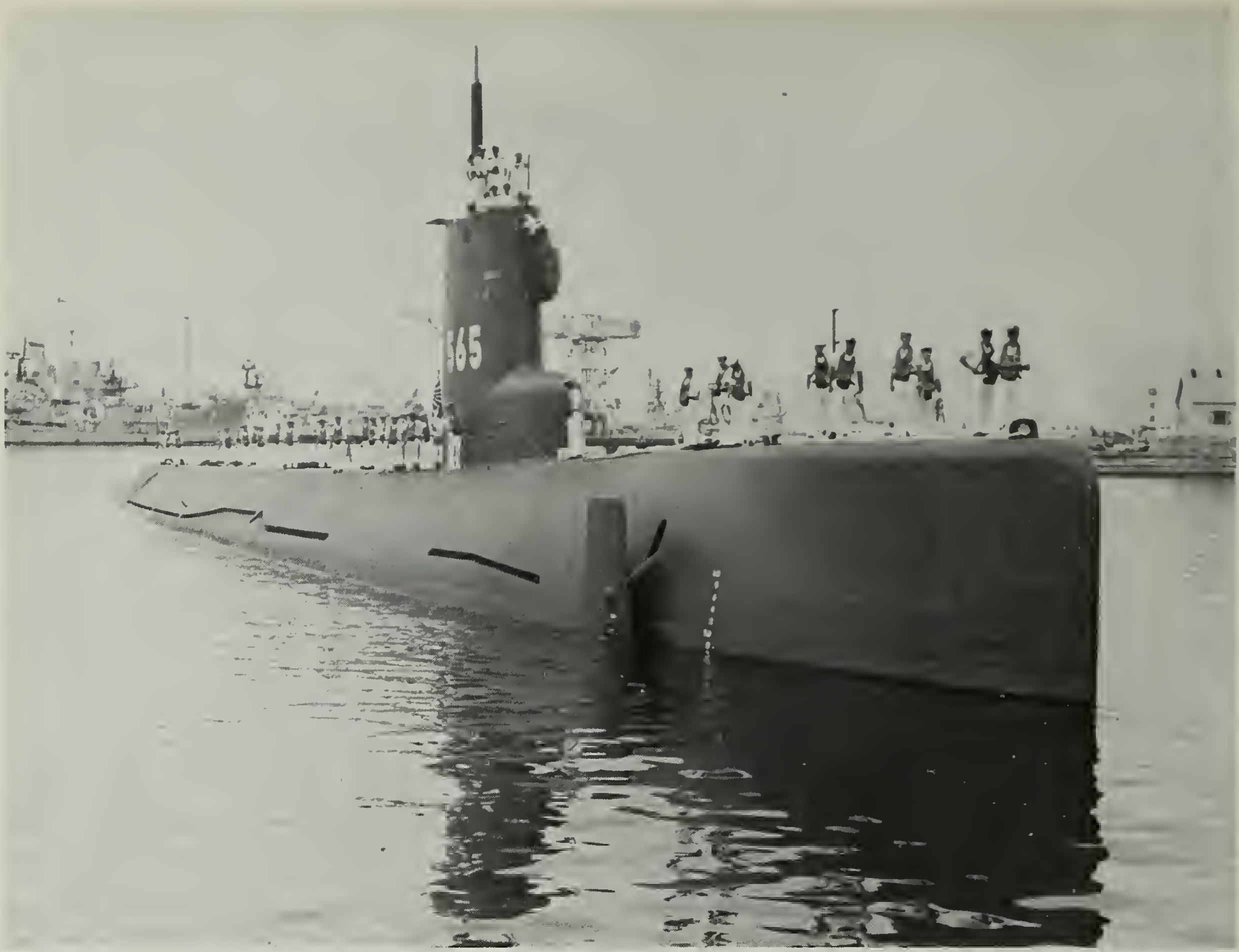
But, in spite of the differences in the British and American navies, the two worked well together during the six weeks *Antrim* steamed with the Sixth Fleet. Operating with USS *Kennedy* (CVA 67) provided an outstanding training opportunity for the destroyer's crew to work within their ship's intended mission—defending aircraft carriers.

"This and other factors, stirred our men to work," commented CAPT Loram. "They had a real sense of purpose. . . . seeing that huge carrier, they felt as though they were part of something important.

"Personally," the captain concluded, "I would like to see more of this type of operation. It is essential that the navies of the smaller nations be ready, and the way is to link our assets with the resources of the western powers and work on an international scale. To be strong in war, we must practice in peacetime."

It is unlikely that the U. S. Fleet would be operating on its own should there be a need to deploy under combat conditions to the European area. Instead, it would be working in conjunction with allied navies as the captain suggests. Meanwhile, training elements like HMS *Antrim* and the Sixth Fleet become increasingly important to the survival of the free world.

—JOSN P. Michael Reidy, USN



A VISIT WITH THE JAPANESE NAVY

ARASHIO (SS-565)

"ARASHIO" is the Japanese word meaning "rough tide."

Arashio is also a submarine of the Japanese Maritime Self-Defense Force, and like all submarines, she sometimes lives up to her name. She is miles of wire and pipes, tons of electronic and other equipment, compacted into 288 feet of steel tube with an axe-edged nose and a tapered tail. For nine Japanese officers and 71 enlisted men, *Arashio* is home.

When *Arashio* tied up at Pearl Harbor, Hawaii, recently, visitors were given a rare opportunity to tour a foreign submarine. As most of the crewmembers were picnicking and swimming on Waikiki Beach as guests of crewmen from USS *Seadragon* (SSN 584), others stayed behind to show off the pride of the Japanese submarine force.

Inside, *Arashio* looks much the same as any other modern-day diesel-powered submarine. An American

Facing page: Arashio enters Pearl Harbor. Above: A hula dancer greets the sub. Above right: Mess cook Yoshimitsu Kyagoku carries a tray to the galley. Above far right: Engineman Nobuo Ogishimo checks cylinder on one of two diesel engines. Right: Quartermaster Kiria Kaneta spends his time diving for coral in Hanauma Bay. Below: Japanese sailors use teamwork in handling their lines.

sailor would immediately note some obvious differences, though, such as the instructions written in Japanese on the equipment and bulkheads and the delicious aroma of Japanese food being cooked in the galley.

The men who serve aboard *Arashio,* like their American counterparts, are specially selected and highly trained. Each knows his own job and someone else's, too. Their world is small, cramped and sometimes dangerous, and there's no room for table tennis or volley ball as on larger ships. There is enough room to get together with shipmates and enjoy a cup of hot "green" tea while relaxing over a game of chess or cards, however.

Built in the huge shipyard of Kobe, a major seaport and industrial city in southwestern Honshu—Japan's main island—*Arashio* was completed in 1969 and is one of the force's newest ships.

—Story and Photos by PH1 Carl R. Begy

This is Proposed

DOD RETIREMENT PLAN

By now most everyone has heard (or read) reports, opinions, scuttlebutt, half-truths and maybe even some factual data about the proposed revision to the military retirement system. What's it all about? When will the changes occur, if ever? Who will be affected, and to what degree?

These are valid questions about a proposal that is admittedly complex and difficult to understand for even those well versed in such matters. Since DOD expects to submit the retirement proposal to Congress this spring, you'll most certainly be hearing more about it. The more familiar you become with its basic features, the better you'll be able to track what's happening during the forthcoming extensive deliberations that will undoubtedly occur before a retirement reform is finally enacted into law. Most experts don't expect that to occur until near the end of the year at the earliest.

Last October, the Defense Department published a report giving details of an alternative retirement plan developed by a DOD Retirement Study Group. (This alternative plan represents a modification of an earlier interagency committee effort.) What follows is a review of that report together with some of the significant recommended changes submitted.

The DOD study group believes a significant interrelationship exists between the compensation system—of which retirement is an important element—and the manpower management system which involves recruitment, retention and career planning. And the group concluded that changes to the retirement system may require changes in other elements of the compensation system which, in turn, could affect the fundamental interrelationship between these systems. The aim was to find a happy medium whereby the changes to the compensation system (there have been a significant number of late) are beneficial for the individual on the one hand, beneficial to management on the other hand, and of mutual benefit altogether.

As we said, it's complex.

To understand better what the Study Group set out to accomplish, a brief review of conditions at hand may be enlightening.

First, one must understand that the retirement system is just one of many elements that make up the compensation package. Others are survivors' benefits, pay, allowances for quarters, medical and dental services, commissary and exchange privileges, and so forth.

On the broad scale, the extent of compensation realized from one element often depends on the availability of others. For example, since the automatic pay raises began with the passage of the Federal Pay Comparability Act of 1970 (Public Law 91-656) the element of basic pay has increased appreciably—about 68 per cent up to 1972. Because retired pay is tied to basic pay, the element of retired pay has increased also, resulting in our liberal system becoming an issue with Congress and the public.

Should it be changed? If so, how much, and in what respect?

It was to this end that the DOD Retirement Study Group sought to develop its plan.

After an initial study, the group concluded that the compensation system must satisfy three principal objectives:

- *Competitive Pay* must be maintained by pay grade.
- *Selective Retention Incentives* must be provided to ensure that military compensation is competitive with civilian job opportunities.
- *Compensation System* must support the goals of the manpower management system.

The first objective is satisfactorily being met by the automatic pay raises controlled by Public Law 90-207 and the Federal Pay Comparability Act (P. L. 91-656) which serve to maintain comparability with the civilian labor force.

The second objective is being satisfied (to a degree) by reenlistment bonuses and special skill and incentive pays. The 1973 Special Pay Act (similar to the 1972 Special Pay Act which passed one House of Congress last year) is expected to provide the remaining incentives needed to meet fully this objective in an All-Volunteer environment.

The third objective? According to the Study Group's findings, the provisions of the present compensation system—namely, the retirement system—could quite possibly hamper efforts to achieve management goals. For instance, the rising costs of the present retirement system could drain resources that would otherwise be used effectively to support other compensation elements, especially in terms of increased active duty pay and benefits.

FACED WITH THIS PROBLEM, the DOD Study Group set out to uncover any additional defects in the present nondisability retirement system and found one of the most significant to be the lack of any retirement benefit for those persons who do not complete 20 years of service. As it stands now, a member who serves for less than 20 years before reaching retirement eligibility receives no equity from the military compensation system. This is contrary to the practice of many liberal civilian retirement plans, including that of the Federal Civil Service system.

Furthermore, from the management point of view, the lack of appropriate payment for separation short of retirement prohibits the manpower manager from separating, before they complete 20 years of service, those individuals who are no longer needed. If such a payment were available, both the individual and management would benefit.

The group also noted the present system offers little incentive for the individual to continue on active duty beyond 20 years of service, but that the ability to retire with an immediate annuity of some amount after 20 years of service is the principal attraction and retention aspect of the retirement system.

Keep in mind that the Study Group's recommendations to change the retirement system were based on the premise that since the present active duty basic pay compensation is higher, therefore, retirement compensation—along with other elements—could, and in all probability should, be proportionately lower.

THE RECOMMENDATIONS WHICH FOLLOW suggest the changes be made gradually over a 20- to 30-year period so as not to tax unfairly members now approaching mid-career or retirement status. There should be a save-pay provision under the new system, meaning that future retirees of a given pay grade and length of service should receive no less in retired pay than a similar member who retires prior to implementation. And, for those who spend only part of their careers under the new system, they should be compensated proportionately, according to the time served under the old and new systems. The proposed retirement plan will be fully applied to those individuals who serve their entire careers subsequent to implementation.

In the final analysis of its preliminary study, the group found a need to guarantee all members retiring in the future an annuity at least as large as the CPI-adjusted amount of a similar member who retired before him. This, again, would be accomplished by the save-pay feature.

For example, an E-5 with 15 years of service on the date of enactment of the proposed retirement system, who eventually retires as an E-8 with 24 years of service, would be guaranteed at least the amount of retired pay of any other E-8 with 24 years of service who retired before him.

These save-pay and transition period provisions are perhaps the two most important keys needed for a successful change of the retirement system, and are the ones about which each individual affected should have full knowledge.

THAT ABOUT COVERS the foundation of the Study Group's belief that a change is needed within the retirement compensation system. Now, here are the six primary recommendations as published in the Defense Department report:

- Increase multiplier from 2½ per cent to 3 per cent for 25 to 30 years of service.
- Provide early retirement immediate annuity for those members who retire with more than 20 but less than 30 years of service and provide increased annuity at such time as they would have reached 30 years of service.
- Use the high one-year average basic pay figure for computing retirement pay.
- Combine military and Social Security retirement annuity at age 65.
- Provide equity payment to members who separate from service before reaching retirement eligibility, either voluntarily or involuntarily.
- Provide a transition and save-pay provision for the benefit of those members working toward the present retirement compensation system.

Discussing each of these in order, for members who retire with 20 or more years of service under the present system, retired pay is computed based on 2½ per cent of their basic pay for each year of service up through 30 years. Under the DOD Study Group's recommended system, the multiplier would remain the same up through 24 years of service, but then a new multiplier of 3 per cent would be applied for years of service 25 through 30. This results in a 78 per cent of basic-pay-retirement multiplier at 30 years. Although most members today retire before completing 25 years of service, nearly 23,000 enlisted men and 14,000 officers in DOD with 25 or more years of service could expect to benefit from this recommendation which should insure them an annuity competitive with liberal civilian annuities.

There are three types of annuities available under the recommended system: Full Career Annuity, Early Retirement/Immediate Annuity, and Increased Annuity.

The member retiring with 30 or more years of service would retire under the Full Career Annuity. A member retiring with less than 30 years' service would be eligible for the Early Retirement/Immediate Annuity, and eventually would have his retirement check adjusted by the Increased Annuity at such time that he would otherwise have reached the 30-year service mark had he remained on active duty.

The retirement multiplier for those who retire with less than 30 years of service would be 15 per cent less than the Increased Annuity figure (full 15 per cent reduction applicable only to members not coming under the transition, that is, new entrants after implementation). For instance, in the case of an E-7 retiring on 20, the figure would be 35 per cent of his basic pay: 50 per cent less 15 per cent. The 15 per cent reduction would be restored upon his eligibility for the Increased Annuity (that is, 30-year point).

The Study Group also recommends that "averaging" be used in calculating the member's retirement annuity. Contrary to the present system, whereby retirement multipliers are applied to the member's terminal basic pay, the recommended military retirement system suggests that a high-year average income figure of basic pay be used. This would average the basic pay used to calculate the retirement annuity and thereby eliminate terminal pay inequities. "Averaging" would also be governed by a transition policy and only the basic pay earned after the plan goes into effect would be considered in the average computations. Therefore, the member who retires immediately after implementation of the plan would essentially have his retired pay computed based on his terminal basic pay. During the first year after implementation, the averaging will be done on less than a yearly basis, taking into account only basic pay earned between implementation and retirement. After that, the last year before retirement generally will be considered for use in calculating the average.

Next on the list of recommended changes involves combining military and social security retirement annuities at age 65. This is an especially complex recommendation and no doubt will require considerable study before becoming fully understood. The report points out that the military and social security retirement benefits under the present system are uncoordinated. Duplication of benefits occurs based on the same period of service. So the recommendation suggests that the social security retirement benefit paid to the retiree be integrated with the military retirement annuity when the member reaches age 65. This would be accomplished by offsetting one-half of the social security benefit attributable to military service, recognizing, of course, that the member and the Government contribute equal amounts to social security.

At this point it is important to reemphasize that only the social security benefit attributable to military service is considered. No offset would be taken for a social security benefit that was contributed through an individual's social security coverage before he entered the military, or after he left the military, or while on active duty engaged in part-time employment.

This merging of benefits appears extremely complicated on the surface, but an example of how "social security attributable to military service" is defined may help to explain matters.

First, study and compare the methods of calculating the *actual* social security retirement benefit against the Study Group's proposed social security retirement benefit attributable to military service.

One example spells out the method used by the Social Security Administration to calculate the *actual* social security benefit now received by the military retiree. In this example, the member entered the military at age 21, spent 20 years in the military and then was employed for 24 years by a non-federal employer to age 65. His military covered earnings amounted to $75,000 followed by civilian career covered earnings of $150,000.

After establishing his lifetime covered earnings to be $225,000, the next step is determining his average annual wage. This is done by first eliminating his five lowest earning years (an established SSA law) and then dividing that figure by the remaining number of years elapsed from age 21 to age 65, or 39 (44 minus five low years). The average works out to about $5770 a year.

All social security benefits are based on the Primary Insurance Amount (PIA), which is in turn extracted from a table of average annual wages. In this case, the *actual* social security retirement benefit (PIA) would be $263 per month.

The simplified DOD Study Group's calculations assume that the member had no social security covered earnings other than those received for his active duty service. His total military earnings: $75,000; his civilian earnings: 0.

Using the same formula used to determine the *actual* social security benefit, the average annual wage for Case Two is computed to be $1920, resulting in a PIA figure of $138. It is from this point that the Study Group's proposal involves the integration of the two benefits, whereby one-half of the social security benefit —$138 - $69=$69—would be offset from the member's military retired pay at age 65. In other words, he would receive an amount equal to his full social security pay plus his military annuity reduced by $69. This again describes the impact on an individual not affected by the transition.

AS WITH OTHER PROVISIONS connected with the Study Group's plan, there is a transition period involved in joining these two benefits which will apply for over 30 years after the new system is implemented.

As mentioned earlier, persons who voluntarily separate from the military before 20 years of service presently receive no equity for their service—true of both officers and enlisted except for certain categories of officers who receive a readjustment payment when involuntarily separated. This policy would change under the new plan since the Study Group has recommended that payment for services rendered be given.

Here's how it would work:

Consider a voluntary separatee (one who elects not to reenlist, although eligible) with 10 or more years of service. He would receive an equity payment (deferred annuity) at age 60 equal to 2½ times his high-one basic pay figure times his years in service. The high-one basic pay figure would be CPI-adjusted until age 60 and then his annuity would be CPI-adjusted thereafter.

There is also a proposed provision for the involuntary separatee. For example, such an individual with five or more years of service would be eligible for a readjustment payment equal to five per cent of his final, annual basic pay times his years of military service, plus an equity payment. The equity payment could be in the form of a deferred annuity at age 60 (similar to the voluntary separatee) or an additional payment of five per cent of his final, annual basic pay times his years in service.

A save-pay provision would also apply to members presently on active duty if they would have been eligible for readjustment pay under the present system. This means they would receive the larger of the separation payments, either the one to which they are entitled under the present system, or the readjustment payment as recommended.

IN SUMMARIZING THE REPORT, it appears that the present compensation system, with its relatively competitive active duty pay, reenlistment bonuses, retention incentives, separation payments and retirement benefits, would be modified to provide better enlistment and retention incentives, better payments to members at separation and a retirement system that would better support and maintain the military structure as reflected in the report. But, while the group believes that the new system should provide incentive for the member to desire to stay in the service, it stated that to modify the present system by greatly increasing the benefits to influence longer careers would be a mistake. So would decreasing the benefits for short-term members be undesirable. Instead, the group attempted to make substantial modifications on both sides to meet its objectives without the adverse side effects.

In announcing the results of the Study Group's report, the Department of Defense is of the opinion that the enlistment and retention incentives that have been proposed (in the Special Pay Act) will assist in attracting the number of members needed for the All-Volunteer Force, and will assist in retaining them throughout an entire career. Also, through its modifications to the separation payment, the plan will satisfy those individuals who serve past their initial obligation but who wrap up their service before becoming eligible to retire.

AS WAS STATED, this proposed military retirement system is complex and may require considerable study before it can be fully understood. Consequently, additional steps are currently being taken, say Department of Defense officials, to familiarize each military member with the provisions of the plan so that he can more accurately assess their impact on his own career. For those who wish to take advantage of it, a DOD retirement action line has been established which will provide callers with prompt attention to their queries on this plan. (Washington, D. C., local number: (202) 695-1555; autovon: 255-1555). Coordination within Navy is being handled by BuPers (Pers-A24: 694-1536; autovon: 224-1536). A forthcoming DOD-wide "Communications Campaign" should provide answers to any remaining questions on this subject. Look for it to begin in March or April of this year.

from the desk of the Master Chief Petty Officer of the Navy

My Role as MPCON

MCPON JOHN D. WHITTET

I RECEIVE A NUMBER of calls and letters from Navymen and their dependents asking me to secure a desirable assignment or favorable action of some kind on their behalf. It is obvious to me that a sizable portion of the people who call or write do not really understand the job of the Master Chief Petty Officer of The Navy. Favorable action on behalf of some of the requests would require me to step out of line.

Strictly speaking, the Master Chief Petty Officer of The Navy is not a decision-maker. He may advise, request, suggest, comment, urge or recommend but is not at liberty, for example, to cut you a set of orders or secure your request for humanitarian assignment or discharge.

MY OFFICE IS OPEN to all hands and their dependents. You can come to me with a problem, a suggestion or criticism and it will be heard. We try to understand and, if possible, we try to help; but don't ask or expect us to "undercut" or "go around" a decision which should be made by your command. The chain of command is always observed. While I do have direct access to the Chief of Naval Operations and Chief of Naval Personnel, don't get the idea that I run to the Chief of Naval Personnel each time a sailor calls me in distress. Problems should be resolved at the lowest possible level in the chain of command where they actually occur and by the people actually involved. Particularly now that the Senior Enlisted Advisor and Master Chief Petty Officer of the Command programs are in full swing, matters that reach my attention are frequently referred back down the chain of communication for appropriate action.

The job of the MCPON requires extensive travel throughout the fleet. This gives me an excellent opportunity to keep abreast of current thinking and an idea of what is really happening throughout the Navy. In addition to being an enlisted advisor to the Chief of Naval Operations and the Chief of Naval Personnel, I also testify before Congressional committees and subcommittees and serve in an advisory capacity on various boards, including:

- Quality Control Review Board (advisor)
- Rating Review Board (voting member)
- Meritorious Promotion Board (advisor)
- Master and Senior Chief Selection Board (advisor)
- Navy Relief Advisory Board (member)
- National Naval Reserve Policy Board (advisor)
- Uniform Board (voting member)
- Navy Wives Club of America (liaison)
- Nonappropriated Fund Board (voting member)
- Navy Federal Credit Union (member, Board of Directors)
- Fleet Reserve Association (liaison)
- Navy Resale System Advisory Board (member)
- Enlisted Advisory Board to The Chief of Naval Operations (chairman)

WHEN the Master Chief Petty Officer of the Navy goes to bat for a Navyman or a cause that is common to Navymen, he depends entirely upon strength of argument and reputation of office. You might say that the MCPON has a license to reason with others on your behalf. By the strength then, or logic, of my argument, I can speak for the enlisted men and women of the Navy. The more logical or meritorious your case, the more favorable consideration you will likely receive. If your case cannot be given favorable consideration, we will advise you as soon as possible.

Unfortunately, depending on the nature of your request, it may take several weeks before you receive a reply to a letter sent to my office. In all cases of written correspondence, a member of my staff will acknowledge your letter and predict the date by which you should receive a reply. No one need ever worry about sharing or leaving a message with any member of my staff. They are courteous and trustworthy and will strive to serve you.

IF YOU DO HAVE A PROBLEM, check first with your supervisor or leading petty officer. Talk it over with your Senior Enlisted Advisor. If there is a satisfactory solution, chances are good that relief is available within your own command. If it isn't, then write me a letter, shipmate, and spell the whole thing out. For more urgent matters, you may call my office at autovon 224-4854 or commercially at (202) 694-4854. You may reach my office after working hours by dialing the same numbers and recording your message on our code-a-phone. We can't always render assistance but we always make the effort!

Sea And Shore Rotation Dates Standardized For All Rates

THEY'RE CALLED "PST" and "NST" and will become the most widely discussed subjects—next to pay, perhaps—the Navy has to offer.

PST is the abbreviation of "Projected Sea Tours;" NST relates to "Normal Shore Tours." They have replaced the Seavey/Shorvey system used up to July 1972 for determining an individual's eligibility for rotation from sea to shore and shore to sea. Eligibility is established on the date an individual reports to his sea or shore assignment and is projected into the future anywhere from 24 to 72 months, depending upon his tour length. The date on which he becomes eligible for transfer becomes his PRD, or Projected Rotation Date, and it too will become a widely discussed subject.

Those who have been around a year or so will recall that the rotation from sea to shore was determined quarterly and a listing of sea duty commencement cutoff dates was published by a BuPers Notice to inform individuals of when they could expect an assignment ashore.

NO LONGER. The changes are explained below and on the following pages.

Since centralization of detailing for all Navy men and women, rated and strikers, completed 1 Jul 1972, the PRD concept was created and sea-shore tour lengths were developed for all ratings in order to provide a base upon which to build valid PRDs.

In other words, individuals reporting to new assignments this year will have their tour lengths established according to the new PST and NST listings shown below.

It is necessary for some individuals—particularly those with specific skills—to be managed closely. Therefore, those tour lengths have been assigned according to their NEC code. And, since it may be necessary to adjust the PRDs of certain individuals who reported to their new commands before the 1 January effective date, such changes will be made by the respective detailers and the new PRDs will appear on the command Enlisted Distribution and Varification Report (BuPers 1018-14).

Here, then, by rate and rating, are the established Projected Sea Tours and Normal Sea Tours for enlisted rates and NECs as of 1 Jan 1973.

HERE'S HOW to figure a Projected Rotation Date. Take a radioman 2nd class who completes a tour of shore duty and reports to a sea billet on 1 March this year. According to the PRD list, his Projected Sea Tour—PST—is 36 months. This means that he can expect to receive orders back to shore

PROJECTED ROTATION CHART

about 36 months from that date, or in March 1976.

On the other hand, a chief personnelman who wraps up a three-year sea tour and reports to air assignment ashore on 1 March will project his Normal Shore Tour—NST—date 60 months into the future.

(Note: Plus (+) or minus (—) signs appearing after a tour length indicate an increase or reduction for that rate has taken place since the list was last published in August 1971. CT personnel normally will serve two tours of duty overseas for every tour of duty in the United States, depending on the individual CT rating, billet requirements, and personal qualifications. Accordingly, CT personnel may serve anywhere from three to eight years overseas depending on duty assignments and dependency status

	TOURS IN MONTHS		
RATE/NEC	SEA TOUR	SHORE TOUR	
ABCM	36	30	
ABCS	36	30	
ABEC	36	36	
ABE1	36	24	
ABE2	36	24	
ABE3	36	24—	
ABEAN	36	24—	
ABFC	42	24	
ABF1	42	24	
ABF2	42	24	
ABF3	42+	24	
ABFAN	42+	24	
ABHC	36	36	
ABH1	36	30	
ABH2	36	30	
ABH3	36	30	
ABHAN	36	30	
ACCM	36	66	
ACCS	36	66	
ACC	36	66	
AC1	36	60—	
AC2	36	54	
AC3	36	36	
ACAN	36	36	
ADCS	36	36	
ADJC	36	36	
ADJ1	36	42—	
ADJ2	36	42—	
ADJ3	36	42—	
ADJAN	36	42—	
ADRC	36	66—	
ADR1	36	60—	
ADR2	36	60—	
ADR3	36	60—	
ADRAN	36	60—	
AECS	36	48	
AEC	36	48	
AE1	36	42—	(see
AE2	36	42—	note)
AE3	36	42—	
AEAN	36	42—	
AFCM	36	24	
AGCM	36	54+	(see
AGCS	36	42	note)
AGC	36	36	
AG1	36	36	
AG2	36	36	
AG3	36	36	
AGAN	36	36	
AKCM	36	60	
AKCS	36	60	
AKC	36	60—	
AK1	36	48	
AK2	36	48	
AK3	36	42	
AKAN	36	24	
AMCS	36	24	
AMEC	36	48	
AME1	36	48—	
AME2	36	48—	
AME3	36	48	
AMEAN	36	48	
AMHC	36	48	
AMH1	36	48—	
AMH2	36	48—	
AMH3	36	48	
AMHAN	36	48	
AMSC	36	48	
AMS1	36	48—	
AMS2	36	48—	
AMS3	36	48	
AMSAN	36	48	
AOCM	36	36	
AOCS	36	36	
AOC	36	36	
AO1	36	24—	
AO2	36	24—	
AO3	36	24—	
AOAN	36	24—	
AQCS	36	42—	
AQC	36	42—	
AQ1	36	39—	
AQ2	36	39—	
AQ3	36	48	
AQAN	36	48	
ASCM	36	36	
ASCS	36	54	
ASC	36	54—	
AS1	36	54—	
ASE2	36	54	
ASE3	36	48	
ASEAN	36	48	
ASH2	36	54	
ASH3	36	48	
ASHAN	36	48	
ASM2	36	54	
ASM3	36	48	
ASMAN	36	48	
ATCS	36	48	
ATC	36	48	
AT1	36	42—	
AT2	36	42—	
AT3	36	36—	
ATAN	36	36—	
AVCM	36	36	
AWCM	48	48	
AWCS	54	36	
AWC	54	36	
AW1	54	36	
AW2	54	36	
AW3	54	36	
AWAN	54	36	
AXCS	36	42+	
AXC	36	42+	
AX1	36	36—	
AX2	36	36	
AX3	36	36	
AXAN	36	36	
AZCM	36	66—	
AZCS	36	66+	
AZC	36	66	
AZ1	36	48—	
AZ2	36	48	
AZ3	36	48	
AZAN	36	48	
BMCM	48	24	
BMCS	48	24	
BMC	48	24	
BM1	66—	24	
BM2	72	24	
BM3	72	24	
BMSN	72	24	
BRCM	60	24	
BRCS	60	24	
BRC	60	24	
BR1	72	24	
BTCM	60	24	
BTCS	60	24	
BTC	60	24	
BT1	72	24	
BT2	72	24	
BT3	72	24	
BTFN	72	24	
BTCM 338X	72	24	
BTCS 338X	72	24	
BTC 338X	72	24	
BT1 338X	72	24	
BTCM 339X	72	24	
BTCS 339X	72	24	
BTC 339X	72	24	
BT1 339X	72	24	
BUCS	36—	36+	
BUC	36—	36+	
BU1	42—	30+	
BU2	48—	24	
BU3	48—	24	
BUCN	48—	24	
CECS	36—	36+	
CEC	36—	36+	
CE1	42—	30+	
CE2	48—	24	
CE3	48—	24	
CECN	48—	24	
CMCS	36—	36+	
CMC	36—	36+	
CM1	42—	30+	
CM2	48—	24	
CM3	48—	24	
CMCN	48—	24	
CN/CA/CR	48	24	
CSCM	36	30	
CSCS	36	24	
CSC	48	24	
CS1	48	24	
CS2	42	24	
CS3	36	24	

RATE/NEC	TOURS IN MONTHS SEA TOUR	SHORE TOUR
CSSN	36	24
CTACM	48	24
CTACS	48	24
CTAC	48	24
CTA1	48	24
CTA2	48	24
CTA3	48	24
CTASN	48	24
CTICM	48	24
CTICS	48	24
CTIC	48	24
CTI1	48	24
CTI2	48	24
CTI3	48	24
CTISN	48	24
CTMCM	48	24
CTMCS	48	24
CTMC	48	24
CTM1	48	24
CTM2	48	24
CTM3	48	24
CTMSN	48	24
CTOCM	48	24
CTOCS	48	24
CTOC	48	24
CTO1	48	24
CTO2	48	24
CTO3	48	24
CTOSN	48	24
CTRCM	48	24
CTRCS	48	24
CTRC	48	24
CTR1	48	24
CTR2	48	24
CTR3	48	24
CTRSN	48	24
CTTCM	48	24
CTTCS	48	24
CTTC	48	24
CTT1	48	24
CTT2	48	24
CTT3	48	24
CTTSN	48	24
CUCM	36—	36+
DKCM	36	54
DKCS	36	54
DKC	36	54
DK1	48	24
DK2	42	24
DK3	36	24
DKSN	36	24
DMCM	36	72
DMCS	36	72
DMC	36	72
DM1	36	54
DM2	36	54

RATE/NEC	TOURS IN MONTHS SEA TOUR	SHORE TOUR
DM3	36	54
DMSN	36	54
DPCM	36	60
DPCS	36	60
DPC	36	60
DP1	36	48
DP2	36	48
DP3	36	48
DPSN	36	48
DSCM	36	72
DSCS	36	72
DSC	36	66
DS1	36	36
DS2	42	30
DS3	42	30
DSSN	42	30
DTCM	36	60
DTCS	36	60
DTC	36	60
DT1	36	60
DT2	36	60
DT3	36	48
DN	36	48
EACS	36—	36+
EAC	36—	36+
EA1	42+	30+
EA2	48	24
EA3	48	24
EACN	48	24
EMCM	72	24
EMCS	72	24
EMC	72	24
EM1	72	24
EM2	60	24
EM3	60	24
EMFN	60	24
EMCM 335X	72	24
EMCS 335X	72	24
EMC 335X	72	24
EM1 335X	72	24
EM2 335X	72	24
EM3 335X	72	24
EMFN 335X	72	24
EMCM 336X	72	24
EMCS 336X	72	24
EMC 336X	72	24
EM1 336X	72	24
EMCM 338X	72	24
EMCS 338X	72	24
EMC 338X	72	24
EM1 338X	72	24
EM2 338X	72	24
EM3 338X	72	24
EMFN 338X	72	24
EMCM 339X	72	24
EMCS 339X	72	24
EMC 339X	72	24

RATE/NEC	TOURS IN MONTHS SEA TOUR	SHORE TOUR
EM1 339X	72	24
ENCM	48—	24
ENCS	48—	24
ENC	48—	24
EN1	48—	24
EN2	48—	24
EN3	48—	24
ENFN	48—	24
ENCM 335X	72	24
ENCS 335X	72	24
ENC 335X	72	24
EN1 335X	72	24
EN2 335X	72	24
EN3 335X	72	24
ENFN 335X	72	24
ENCM 336X	72	24
ENCS 336X	72	24
ENC 336X	72	24
EN1 336X	72	24
ENCM 338X	72	24
ENCS 338X	72	24
ENC 338X	72	24
EN1 338X	72	24
EN2 338X	72	24
EN3 338X	72	24
ENFN 338X	72	24
ENCM 339X	72	24
ENCS 339X	72	24
ENC 339X	72	24
EN1 339X	72	24
EOCS	36—	36+
EOC	36—	36+
EO1	42—	30+
EO2	48	24
EO3	48	24
EOCN	48	24
EQCM	36—	36+
ETCM	36	48
ETCS	36	48
ETC	36	48
ET1	36	42
ETN2	36	24
ETN3	42	24
ETNSN	42	24
ETR2	40	24
ETR3	42—	24
ETRSN	42—	24
ETCM 332X	36	24
ETCS 332X	36	24
ETC 332X	36	24
ET1 332X	42	24
ETN2 332X	48	24
ETN3 332X	48	24

RATE/NEC	TOURS IN MONTHS SEA TOUR	SHORE TOUR
ETNSN 332X	48	24
ETR2 332X	48	24
ETR3 332X	48	24
ETRSN 332X	48	24
ETCM 333X	36	24
ETCS 333X	36	24
ETC 333X	36	24
ET1 333X	42	24
ETN2 333X	48	24
ETN3 333X	48	24
ETNSN 333X	48	24
ETR2 333X	48	24
ETR3 333X	48	24
ETRSN 333X	48	24
ETCM 3353	60+	36
ETCS 3353	60+	36
ETC 3353	60+	36
ET1 3353	60+	30
ETN2 3353	60+	24
ETN3 3353	60+	24
ETNSN 3353	60+	24
ETR2 3353	60+	24
ETR3 3353	60+	24
ETRSN 3353	60+	24
ETCM 3363	60+	36
ETCS 3363	60+	36
ETC 3363	60+	36
ET1 3363	60+	30
ETCM 3383	60+	36
ETCS 3383	60+	36
ETC 3383	60+	36
ET1 3383	60+	30
ETN2 3383	60+	24
ETN3 3383	60+	24
ETNSN 3383	60+	24
ETR2 3383	60+	24
ETR3 3383	60+	24
ETRSN 3383	60+	24
ETCM 3393	60+	36
ETCS 3393	60+	36
ETC 3393	60+	36
ET1 3393	60+	30
EWCM	36	24
EWCS	36	24

	TOURS IN MONTHS	
RATE/NEC	SEA TOUR	SHORE TOUR
EWC	72	24
EW1	72	24
EW2	72	24
EW3	72	24
EWSN	72	24
FTCM 3302/331X	36	24
FTCS 3302/331X	40	24
FTCM	42	36
FTCS	48—	30
FTBC	44	24
FTB1	48	24
FTB2	48	24
FTB3	48	24
FTBSN	48	24
FTGC	54	30
FTG1	60—	24
FTG2	60—	24
FTG3	60—	24
FTGSS	60—	24
FTG1(SS)	60—	24
FTG2(SS)	60—	24
FTG3(SS)	60—	24
FTGN	60—	24
FTCM (TERRIER)	36	30
FTCM (TARTAR)	36	30
FTCM (TALOS)	36	45
FCTM (1135)	42	30
FTCM (1139)	42	30
FTCS (TERRIER)	36	30
FTCS (TARTAR)	36	30
FTCS (TALOS)	36	45
FTCS (1135)	42	30
FTCS (1139)	42	30
FTMC (TERRIER)	36	30
FTMC (TARTAR)	36	30
FTMC (TALOS)	36	45
FTMC (1135)	42	30
FTMC (1139)	42	30
FTM1	54	24
FTM2	54	24
FTM3	54	24
FTMSN	54	24

	TOURS IN MONTHS	
RATE/NEC	SEA TOUR	SHORE TOUR
FTM1 (1165)	66	24
FTM2 (1165)	66	24
FTM3 (1165)	66	24
FTMSN (1165)	66	24
GMCM	54	24
GMCS	54	24
GMGC	54	24
GMG1	66	24
GMG2	66	24
GMG3	66	24
GMGSN	66	24
GMCM (TERRIER)	36	30
GMCM (TARTAR)	48	30
GMCM (TALOS)	36	30
GMCS (TERRIER)	36	30
GMCS (TARTAR)	48	30
GMCS (TALOS)	36	30
GMMC (TERRIER)	36	30
GMMC (TARTAR)	48	30
GMMC (TALOS)	36	30
GMM1	42	24
GMM2	42	24
GMM3	42	24
GMMSN	42	24
GMT 0891	72	24
GMTCM	36	36
GMTCS	36	36
GMTC	36	36
GMT1	36	36
GMT2	36	36
GMT3	36	24
GMTSN	36	24
HMCM	36	54
HMCS	36	54
HMC	36	30
HM1	36	30
HM2	36	30
HM3	36	24
HN	36	24
HMXX 3391	36	48
HMXX 8402	48	24
HMXX 8403	48	24
HMXX 8408	36	48
HMXX 8409	36	48
HMXX 8415	36	48
HMXX 8416	36	48

	TOURS IN MONTHS	
RATE/NEC	SEA TOUR	SHORE TOUR
HMXX 8417	36	48
HMXX 8432	36	36
HMXX 8433	36	48
HMXX 8452	36	48
HMXX 8463	36	48
HMXX 8466	36	48
HMXX 8482	36	48
HMXX 8483	36	48
HMXX 8484	36	48
HMXX 8485	36	48
HMXX 8486	36	48
HMXX 8492	48	24
HMXX 8493	48	24
HMXX 8498	36	48
HTCM	60	30
HTCS	60	30
HTC	60	30
HT1	60	24
HT2	60	24
HT3	60	24
HTFN	60	24
ICCS	42	24
ICC	48	24
IC1	72	24
IC2	66	24
IC3	66	24
ICFN	66	24
ICCS 335X	72	24
ICC 335X	72	24
IC1 355X	72	24
IC2 335X	72	24
IC3 335X	72	24
ICFN 335X	72	24
ICCS 336X	72	24
ICC 336X	72	24
IC1 336X	72	24
ICCS 338X	72	24
ICC 338X	72	24
IC1 338X	72	24
IC2 338X	72	24
IC3 338X	72	24
ICFN 338X	72	24
ICCS 339X	72	24
ICC 339X	72	24
IC1 339X	72	24
IMCS	60	24
IMC	60	24
IM1	60	24
IM2	60	24
IM3	60	24
IMSN	60	24
JOCM	36	48
JOCS	36	48
JOC	36	48
JO1	36	60
JO2	36	60
JO3	36	48
JOSN	36	48

	TOURS IN MONTHS	
RATE/NEC	SEA TOUR	SHORE TOUR
LICM	36	54
LICS	36	30
LIC	36	30
LI1	36	30
LI2	36	30
LI3	36	30
LISN	36	30
LNCM	36	60
LNCS	36	60
LNC	36	60
LN1	36	48
LN2	36	36
MLCM	60	24
MLCS	60	24
MLC	60	24
ML1	60	24
ML2	60	24
ML3	60	24
MLFN	60	24
MMCM	72	24
MMCS	72	24
MMC	72	24
MM1	72	24
MM2	66	24
MM3	66	24
MMFN	66	24
MMCM 335X	72	24
MMCS 335X	72	24
MMC 335X	72	24
MM1 335X	72	24
MM2 335X	72	24
MM3 335X	72	24
MMFN 335X	72	24
MMCM 336X	72	24
MMCS 336X	72	24
MMC 336X	72	24
MM1 336X	72	24
MMCM 338X	72	24
MMCS 338X	72	24
MMC 338X	72	24
MM1 338X	72	24
MM2 338X	72	24
MM3 338X	72	24
MMFN 338X	72	24
MMCM 339X	72	24
MMCS 339X	72	24
MMC 339X	72	24
MM1 339X	72	24
MNCM	36	48

	TOURS IN MONTHS	
RATE/NEC	SEA TOUR	SHORE TOUR
MNCS	36	42
MNC	36	42
MN1	48	24
MN2	48	24
MN3	48	24
MNSN	48	24
MRCM	54	24
MRCS	54	24
MRC	54	24
MR1	54	24
MR2	54	24
MR3	54	24
MRFN	54	24
MTC	44	24
MT1	48	24
MT2	48	24
MT3	48	24
MTSN	48	24
MUCM	36	36
MUCS	36	36
MUC	36	36
MU1	36	36
MU2	36	36
MU3	36	36
MUSN	36	36
OMCS	60	24
OMC	60	24
OM1	60	24
OM2	60	24
OM3	60	24
OMSN	60	24
OSCM	36	48+
OSCS	36—	36+
OSC	42—	36+
OS1	51	24
OS2	51	24
OS3	54	24
OSSN	54	24
OTCM	36	36
OTCS	48+	36
OTC	48+	36
OT1	48+	36+
OT2	42+	24
OT3	42+	24
OTSN	42+	24
PCCM	36	60
PCCS	36	54
PCC	36	30
PC1	36	24
PC2	36	24
PC3	36	24
PCSN	36	24
PHCM	36	48
PHCS	36	48
PHC	36	48
PH1	36	36+
PH2	36	36+
PH3	36	36+

	TOURS IN MONTHS	
RATE/NEC	SEA TOUR	SHORE TOUR
PHAN	36	36+
PICM	60	24
PMC	60	24
PM1	60	24
PM2	60	24
PM3	60	24
PMFN	60	24
PNCM	36	60
PNCS	36	60
PNC	36	60
PN1	36	48
PN2	36	48
PN3	36	48
PNSN	36	48
PRCM	36	48
PRCS	36	48
PRC	36	48
PR1	36	48
PR2	36	48
PR3	36	48
PRAN	36	48
PTCM	36	48
PTCS	36	48
PTC	36	48
PT1	36	36—
PT2	36	36—
PT3	36	36—
PTAN	36	36+
QMCM	42	24
QMCS	42	24
QMC	66—	24
QM1	72	24
QM2	72	24
QM3	72	24
QMSN	72	24
RMCM	36	24
RMCS	36	24
RMC	36	24
RM1	36	24
RM2	36	24
RM3	36	24
RMSN	36	24
SDCM	36	30
SDCS	36	30
SDC	48	24
SD1	60	24
SD2	60	24
SD3	60	24
SDSN	36	24
SHCM	36	54
SHCS	36	54
SHC	36	36
SH1	54	24
SH2	54	24
SH3	60	24
SHSN	60	24
SKCM	36	30

	TOURS IN MONTHS	
RATE/NEC	SEA TOUR	SHORE TOUR
SKCS	36	24
SKC	48	24
SK1	48	24
SK2	36	30
SK3	36	30
SKSN	36	30
SMCM	36	24
SMCS	36	24
SMC	36	24
SM1	66—	24
SM2	72	24
SM3	72	24
SMSN	72	24
STCM	36	60
STCS	42	36
STC	48	24
ST1	60	24
STG2	60	24
STG3	60	24
STGSN	60	24
STCM(SS)	36	60
STCS(SS)	48	36
STC(SS)	60	24
ST1(SS)	60	24
STS2	60	24
STS3	60	24
STSSN	60	24
SWCS	36—	36—
SWC	36—	36—
SW1	42—	30—
SW2	48—	24
SW3	48—	24
SWCN	48—	24
TDCM	36	48
TDCS	36	48
TDC	36	48
TD1	36	48
TD2	36	48
TD3	36	48
TDAN	36	48
TMCM	36	60
TMCS	48	24
TMC	48	24
TM1	54	24
TM2	54	24
TM3	54	24
TMSN	54	24
TM1(SS)	60	24
TM2(SS)	60	24
TM3(SS)	60	24
TMSN(SS)	60	24
TMCM 07XX	36—	60+
TMCS 07XX	36	60+
TMC 07XX	36—	54+

	TOURS IN MONTHS	
RATE/NEC	SEA TOUR	SHORE TOUR
TM1 07XX	36—	48+
TM2 07XX	36—	24
TM3 07XX	36—	24
TMSN 07XX	36—	24
TMCM 334X	36	24
TMCS 334X	39	24
TMC 334X	45	24
TM1 334X	48	24
TM2 334X	48	24
TM3 334X	48	24
TMSN 334X	48	24
UTCM	36—	36+
UTCS	36—	36+
UTC	36—	36+
UT1	42—	30+
UT2	48—	24
UT3	48—	24
UTCN	48—	24
YNCM	36	60
YNCS	36	60
YNC	36	60
YN1	36	48
YN2	36	48
YN3	36	48
YNSN	36	48
YNCM 2505	36	60
YNCS 2505	36	60
YNC 2505	36	60
YN1 2505	36	48
YN2 2505	36	48
YN3 2505	36	48
YNSN 2505	36	48
DIVER 5311	60—	24
DIVER 5321	60	24
DIVER 5322	60	24
DIVER 5326	60	24
DIVER 5327	60	24
DIVER 5332	36—	36+
DIVER 5333	36	36
DIVER 5341	48	24
DIVER 5342	60—	24
DIVER 5343	72	24
DIVER 5346	48	24

What you should know about

Nuclear Petty Officer Continuation Pay

IT TAKES A LONG TIME to train men to supervise, operate and maintain naval nuclear propulsion plants and the Navy is anxious to keep the experienced petty officers it now has in this field. Accordingly, a new incentive applicable to nuclear qualified petty officers with six to 10 years' service called Nuclear Petty Officer Continuation Pay has been implemented. As an example of the incentives available, a qualified member who is eligible and reenlists for four years can collect up to $13,000 (24 months' basic pay) during the course of his reenlistment.

There is another benefit which will grow out of the new special pay. As the inventory of experienced nuclear propulsion plant operators grows, the Navy expects to improve the sea-shore rotation for experienced nuclear qualified petty officers who remain in the service. In the past, sea-shore rotation has been biased toward extended sea tours because of a serious shortage of experienced personnel.

Continuation pay is exactly what its name implies: a bonus to continue on active duty. To qualify for the extra pay, a man must:

- Be on active duty and entitled to receive basic pay.
- Be currently qualified for duty in connection with supervision, operation, and maintenance of naval nuclear propulsion plants.
- Be eligible to reenlist in accordance with BuPers Manual.
- Have completed at least six but not more than 10 years of active duty at the time of reenlistment.
- Submit an application and obtain approval of the Chief of Naval Personnel.

Nuclear qualified petty officers may reenlist up to three months early under provisions of this program. Continuation pay is not applicable for reenlistments executed to meet the minimum service requirements for NESEP or any other program leading to commissioned status. ADCOP candidates and selectees, however, are eligible.

ELIGIBLE nuclear qualified petty officers can apply to receive the continuation pay when they reenlist, or may submit applications up to six months prior to the end of their active obligated service. A sample application letter and additional program information can be found in SecNavInst 7220.72 of 8 Nov 1972.

Formal approval of the application by the Chief of Naval Personnel is necessary to authorize the special pay.

Navymen who take advantage of this offer may receive sizable bonus payments, depending on their length of service at reenlistment as shown below. Payment will be in equal annual installments, and accelerated or lump-sum payments are not authorized.

Length of Service at Reenlistment	Minimum Period of Reenlistment in Years	Amount of Equal Annual Installment	Maximum Number of Equal Annual Installments	Total Amount
At least 5 years 9 mos. but not more than 8 years	4	6 X Monthly Basic Pay	4	24 X Monthly Basic Pay
Over 8 but not more than 9 years	3	6 X Monthly Basic Pay	3	18 X Monthly Basic Pay
Over 9 but not more than 10 years	2	6 X Monthly Basic Pay	2	12 X Monthly Basic Pay

The monthly basic pay is that to which the member was entitled on the day before the effective date of the reenlistment.

Nuclear qualified petty officers who are receiving continuation pay may be assigned afloat or ashore without affecting their eligibility for receipt of this special pay. These assignments will include nuclear support billets identified by NECs 3359 or 3389 which are included at training activities, repair activities, operational staffs, the Navy Recruiting Command, and other activities directly associated with or in support of the Naval Nuclear Propulsion Program.

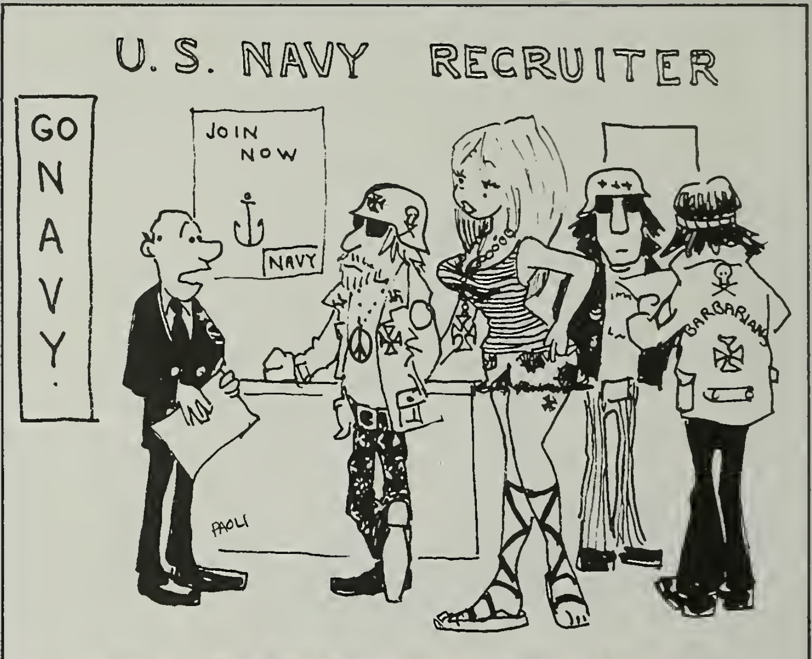
So far, the program—initiated on 27 October last year—appears to be a success. Within two months after the program was announced, 143 POs had applied for the extra pay. That figure can be compared with the total number of 145 who extended or reenlisted during *all* of fiscal year 1972 and should eventually help to provide a more reasonable sea-to-shore rotation balance among the nuclear rates.

1972 All-Navy Cartoon Contest Winners

A LOT OF WIT plus a portion of wisdom—those were the main ingredients of the 500 cartoons recently received by the 1972 All-Navy Cartoon Contest. Consequently, it was no easy task for the five people assigned as judges, but in that true Navy tradition, they completed their mission successfully and came up with a winner. In fact, they came up with several happy winners.

Taking the first place award for the active duty category was Interior Communications 1st Class Jeremiah H. Paoli, who is now serving aboard USS *Sierra* (AD 18). IC1 Paoli's cartoon satirizing the military's "buddy system" was judged the best, while another of his cartoons received honorable mention recognition. He is a long time regular contributor to ALL HANDS and a past award winner in All-Navy Cartoon Contests.

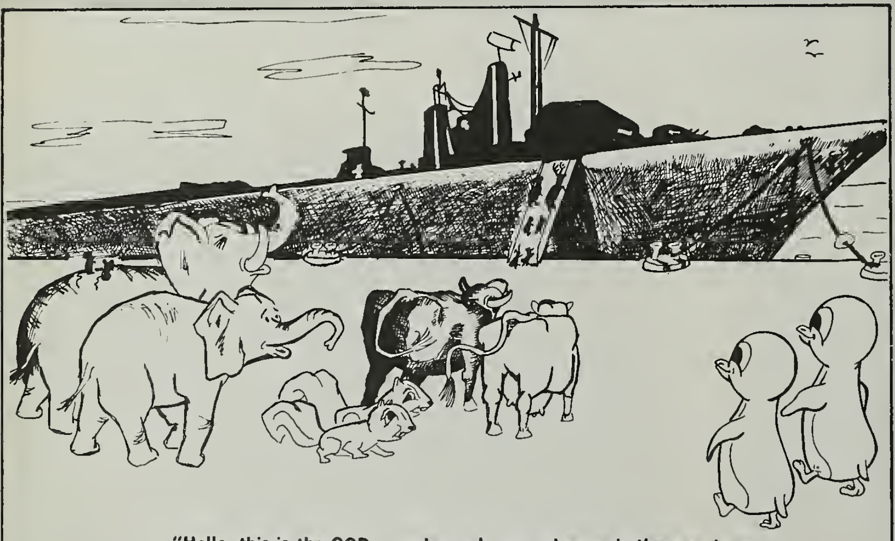
First Place—IC1 Jeremiah H. Paoli



"I'm sure sorry, but you and Big Sally just can't enlist on the Buddy Plan."

Edward W. Barker, 16, son of Commander and Mrs. Samuel D. Barker of McLean, Va., made a clean sweep of the first 3 places in the dependents' category of the contest. CDR Barker is the head of the medical officer detailing section of the Bureau of Naval Personnel.

Second Place—DM2 Gary L. Middeke



"Hello, this is the OOD . . . uh . . . by any chance, is there a storm warning in effect?"

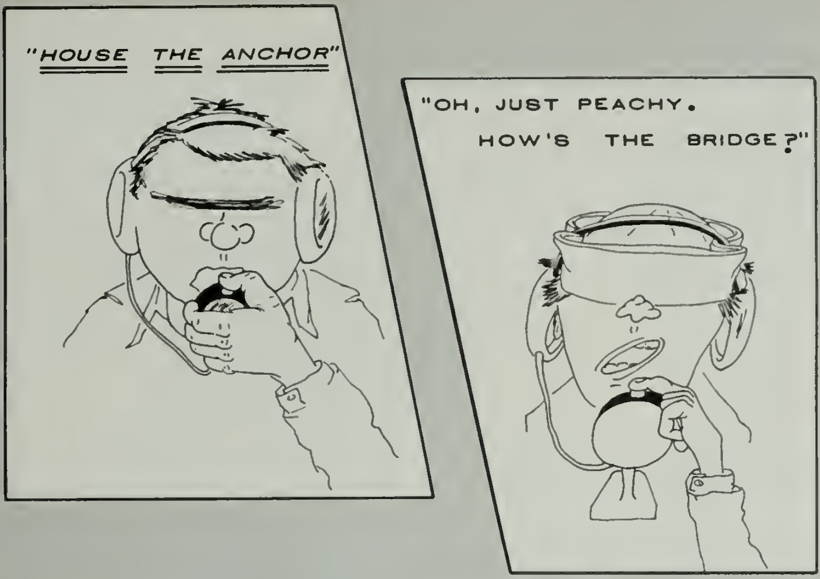
THE WINNERS IN EACH CATEGORY were presented with a wristwatch from Hank Ketcham, creator of the cartoon strips "Dennis the Menace" and "Half Hitch," of Navy fame. The watch dials picture Half Hitch talking to a girl with an animation of Hitch's beating heart. Ketcham also gave the winners an original sketch of a "Half Hitch" cartoon.

Ketcham is a former Navy man and a number of his cartoons when he was serving in Navy headquarters in Washington first appeared in ALL HANDS.

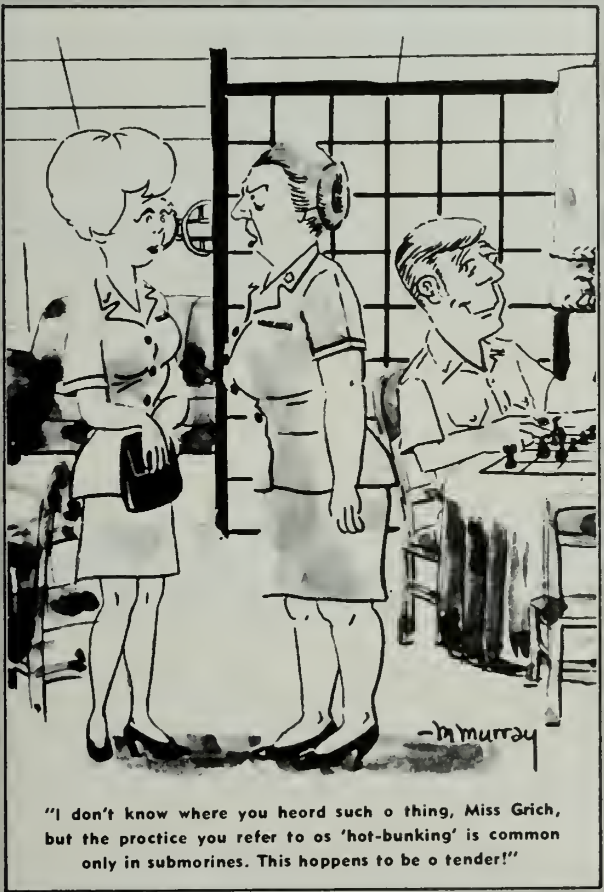
Another multiplace winner was Draftsman 2nd Class Gary L. Middeke whose cartoons won the second and third prizes in the active duty category. DM2 Middeke works in the graphic arts department of the Fleet Intelligence Center, Atlantic, in Norfolk. Lieutenant Commander M. C. Murray (well known to ALL HANDS cartoon buffs) of the Navy Astronautics Group, Point Mugu, Calif., and Communications Technician (Administrative) 1st Class Donald L. Winans of the Naval Security Group Activity, Winter Harbor, Maine, won fourth and fifth places, respectively.

The winner of the fourth and fifth places in the dependents' category was Keith A. Breeden, son of Senior Chief Aviation Machinist's Mate Clifford E. Breeden, who is

Third Place—DM2 Gary L. Middeke

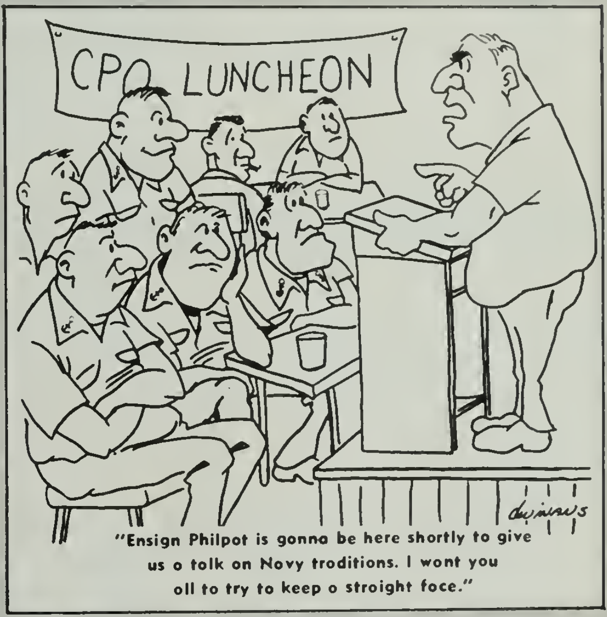

"HOUSE THE ANCHOR"
"OH, JUST PEACHY. HOW'S THE BRIDGE?"

Fourth Place—LCDR Melville C. Murray



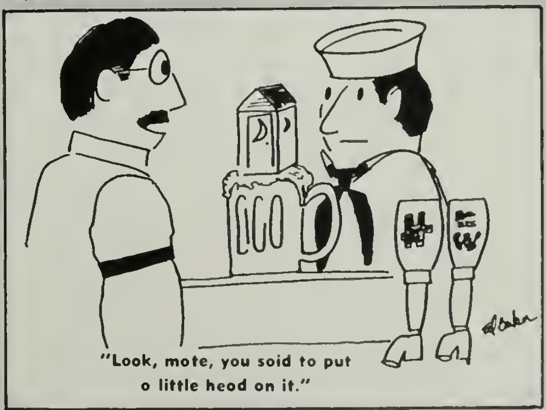
"I don't know where you heard such a thing, Miss Grich, but the practice you refer to as 'hot-bunking' is common only in submarines. This happens to be a tender!"

Fifth Place—CTA1 Donald L. Winans



"Ensign Philpot is gonna be here shortly to give us a talk on Navy traditions. I want you all to try to keep a straight face."

Dependent Winner—Edward W. Barker

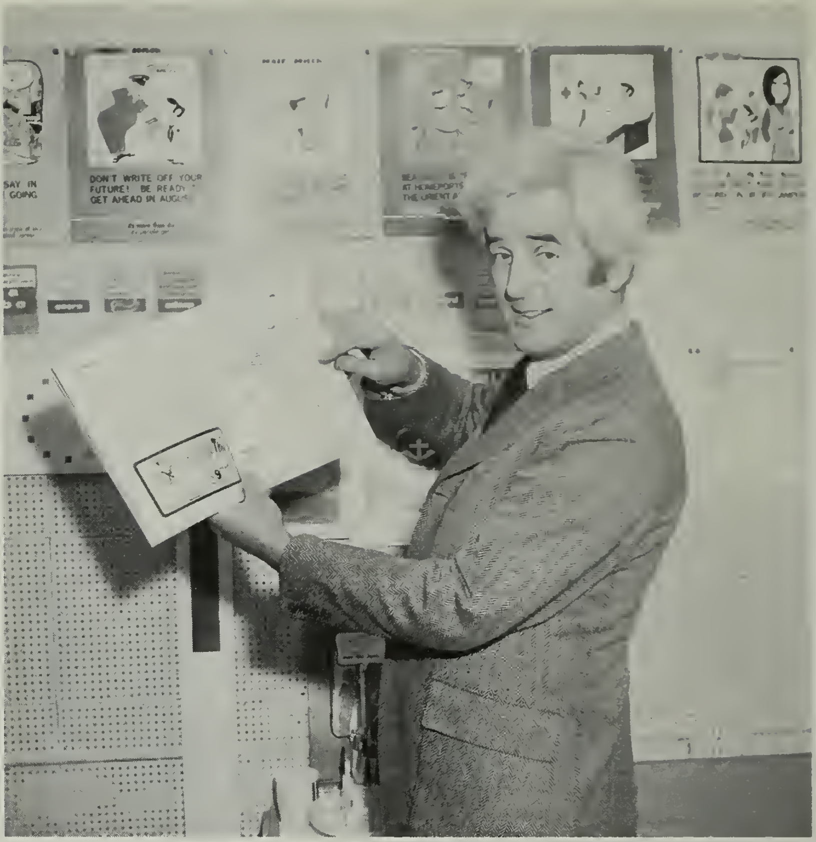


"Look, mate, you said to put a little head on it."

stationed at NAS Miramar, Calif.

The dependents receiving honorable mention were Philippe Sebrechts, son of Captain Paul H. Sebrechts; and Richard M. Todd, a dependent of Commander Meridith W. Patrick. Those on active duty who won honorable mention are Journalist 3d Class Stephen D. Duren, Hospital Corpsman 3d Class James I. Bettis, Seaman Eric D. Furan, and Quartermaster 1st Class Thomas J. Blessing.

Judges for this year's contest were Commander P. M. Hartington, Naval District, Washington; Lieutenant E. E. Eagan, BuPers representative; Lieutenant P. A. Nisbet, Chief of Information representative; Journalist 3d Class Dale Wagner, ALL HANDS staff member; and Rosemary Purcell, *Navy Times* staff member.


DON'T WRITE OFF YOUR FUTURE! BE READY

Right: Famous cartoonist Hank Ketcham, creator of the comic strips "Dennis the Menace" and "Half Hitch," presented the winners of each category with a "Half Hitch" wristwatch and an original sketch of his Navy character.

IN SUBIC BAY:

BOB HOPE COMES

"THEY DO FANTASTIC THINGS here at Subic Bay—where else can you see an aircraft carrier up on a lube rack?"

With this quip, Bob Hope, wearing a sailor's white hat, opened his Christmas Show 29 December to the delight of 14,000 Navy, Marine Corps and Air Force personnel and dependents at this large Navy logistical support and repair base.

Hope's famous one-liners kept the audience roaring throughout the performance.

Appearing in the Republic of the Philippines for the fourth time, Hope brought along his wife Dolores, Los Angeles Rams' quarterback Roman Gabriel, Les Brown and his Band of Renown, and the usual complement of beautiful young girls.

Besides the famous 12 American beauties, the crowd was awed with such lovely ladies as singer Fran Jeffries, singer-dancer Lola Falana and Miss World 1972 Belinda Green of Australia. A special high-light was added to the show when Hope presented Philippine singing star Pilita Corrales.

Dolores Hope came on stage to a standing ovation, enraptured the audience with a heart-tugging rendition of "You're Beautiful" and at popular request led the audience in singing "White Christmas" (under clear skies and 87 degrees).

AS THE SHOW DREW TO A CLOSE, special presentations were made to Hope by Rear Admiral John H. Dick, Commander in Chief Pacific Representative in

ABOARD

the Philippines and Lt. General William G. Moore, Commander, Thirteenth Air Force, Clark Air Base, in appreciation of his visit. On behalf of all U. S. Armed Forces personnel in the Philippines, RADM Dick presented Hope with a large brass "Number One" figurine "to let you know how we feel about you," and a plaque with mounted chrome Philippine bolo knives.

The show was the next to last on what may be Hope's final overseas Christmas tour to entertain the troops. Hope, who began his annual tours nearly 22 years ago, told newsmen at a press conference before the show that he might reconsider touring next year if peace is not reached in Vietnam, but that the odds against his return were "very large."

—PH2 Michael Jacobs

Above left: PO2 Ray Shumann receives a very pleasing kiss from Belinda Green, Miss World 1972. Above top: Emcee Hope with L. A. Rams football star Roman Gabriel. Above: Bob Hope's Twelve American Beauties entertain the 14,000-member audience.

SAILING PILOTS

THE BIG, BLUE BOAT nudges her bow across the wind—sails flap briefly, then snap taut as the boat heads off on a new tack. She picks up speed, takes a puff of wind and heels over. Her lee gunwale is awash with salt water. On deck the crew scramble to maintain their balance.

The major distinction of this Navy crew is that they are pilots, not sailors. The men before the mast are aviation officer candidates (AOCs) at the Naval Air Station, Pensacola, Fla. What, then, are they doing trying to keep a Navy yawl called *Challenger* afloat in the Gulf of Mexico? Learning to fly, of course.

The training is really not as strange as you might think. The aerodynamic forces which power the sailboat are the same as the lifting forces of an aircraft.

So, once a week in the winter, more often, naturally, in the summer months, ninth-week classes of AOCs go aboard *Challenger* for training, pursuing seamanship and prenavigation training courses. The AOCs sail the boat under the supervision of Lieutenant Thomas A. Boyd, Lieutenant Richard A. Hill and Chief Boatswain's Mate (Ret) Charles Robinson. LT Boyd and LT Hill are instructors in seamanship and prenavigation at the Naval Aviation School Command. Chief Robinson is responsible for the boat's maintenance.

While the afternoon on the water is something the

Facing page: The Navy training yawl "Challenger" off the Gulf Coast at Pensacola. Above: Aviation officer candidates hang on as "Challenger" heels over in a stiff breeze. Right: BMC (Ret) Charles Robinson instructs the trainees on the hoisting of a sail. Below: Aviation officer candidates D. D. Nelson and D. A. Turner work the winch aboard "Challenger."

AOCs look forward to, it is not just a pleasure cruise. The men are getting practical experience in navigation and "the rules of the road," and they learn emergency procedures in man-overboard drills.

LT Boyd stresses that working on the 44-foot yacht teaches the AOCs the importance of teamwork. "As future officers," he adds, "the students learn what the men under their supervision must do to make a boat function properly."

CHALLENGER is one of 13 identical craft designed and built for the U. S. Naval Academy at Annapolis in 1942. The Academy began to replace the wooden boats with newer fiber glass models a few years ago. The older ones were dispersed to various naval installations around the nation. NAS Pensacola got three, of which *Challenger* is now the only seaworthy craft remaining.

Even with all the aspects of seamanship that *Challenger* can help teach, LT Boyd feels that the sailing experience teaches something more tangible. "Above all," he says, "*Challenger* teaches the AOCs an appreciation for the heritage of the Navy's past."

—Story and photos by PHAN R. G. Edmonson

Officer Assignment

A Five-Year Projection

THE FOLLOWING report is a projection by BuPers assignment officers with thorough on-the-job experience on officer detailing practices in the next five years—through 1977. You will notice that primary emphasis in future detailing will be on PCS (Permanent Change of Station) fiscal constraints, plus continued development and implementation of the OTMS (Operational-Technical-Managerial-System) concept.

Although many of the projections and prognostications detailed in this report are based upon present policy, one should bear in mind that policy can, and probably will, change—revising some of the projections as seen by the various assignment officers.

The OTMS concept will result in a multitude of career paths instead of the relatively few traditional paths to success that have previously existed in the Navy. The need for more expertise in the operational, technical and managerial areas of the Navy will eliminate the requirement to "touch base" at traditional duty stations or in certain billets in order to attain flag rank.

Simultaneously with diversifying the paths to flag rank, reductions in force levels will decrease opportunities for command in the operational area. Areas and programs which have traditionally been "less glamorous" are taking on added importance in light of the Navy's needs for higher quality, more experienced officers in the technical and managerial fields in the sea service.

Q. As a Regular officer, when may I expect my first shore tour?

A. After three years of sea duty, provided your qualifications, performance and desires allow such a move.

Q. What do you mean by "qualifications?"

A. It is still foreseen that an at-sea major department head tour will be most desirable before coming into zone for lieutenant commander. Therefore, the initial sea tour, where you serve as division officer/sub-department head and are designated as underway OOD, could be considered as a qualifying tour, If it is evident at the completion of your initial sea tour that you are completely assignable to a department head tour, you desire shore duty and service needs permit, then shore assignment is most realistic.

There is also a requirement for second sea tour billets to be filled (for example, Fire Control Officer, Missile Systems Officer, XO of PG, etc.).

Q. What if I haven't qualified for a department head tour upon completion of the initial sea tour?

A. You should and probably will stay at sea for another tour. This time it will be for two years, to complete your qualifications.

Q. Will it still be possible to go to Destroyer School at the two-year point?

A. No. Thirty-six months will be the earliest. You may be selected at the two-year point, but will not be "short-toured" to go. The management derived flow point to Destroyer School falls at or about the five-year mark.

Q. What if I don't want to go ashore at the three-year point?

A. No problem. However, if your qualifications, performance and desires allow, Destroyer School is a possible consideration. Another would be to small combatant XO or other second tour sea billets.

Q. What will be the length of the second sea tour?

A. Two years for second and all subsequent sea tours with possible exception for XO and command tours.

Q. What are the chances of "fleeting up" to department head during my initial sea tour?

A. This is a matter entirely between you and your commanding officer. If he says yes, we will probably give you the green light.

Q. Will "fleeting up" extend my tour aboard?

A. Probably, in order to give you at least one year and hopefully a deployment in the billet.

Q. Will there be more fleet-ups?

A. Yes. Considering that the on-board experience level should be higher, cross-training and fleet-ups may be constructive management alternatives for a command.

Q. Will "lieutenant command opportunity" increase?

A. Probably not. With new construction being offset by decommissionings, the numbers of available lieutenant command billets should remain fairly stable.

Q. How does the split tour work?

A. Rather than a full 24 months in your first department head tour, you are relieved at the 18-month point and assigned to a different type ship for another 18 months. Therefore, you may have a three-year tour again instead of just a two-year tour.

Q. Will there be more "Mod Squad" XO opportunities?

A. Yes. Between 15 and 25 per cent of LCDR executive officer tours will be filled by LTs. Additionally, these will expand from the Destroyer Force into the Amphibious and Service Forces.

Q. Why so much talk of sea duty?

A. To become and remain competitive for promotion to LCDR, the department head tour will be almost a must. The shore path toward command ashore, project manager, etc., will not really start as a pattern until the grade of LCDR. The thought here is that the Navy probably cannot afford nonrestricted Line officers in higher command echelons who have no fleet experience.

Q. What type of duties may I expect on my initial shore tour?

A. Major staffs, overseas, Naval Postgraduate School, instructor duty, etc.

Q. How long will this shore tour be?

A. About three years, with the exception of NPGS and overseas shore.

Q. If I have a master's degree will I be assigned to a P-coded billet, that is, a billet which requires a specialist with a master's or higher degree?

A. Probably, provided your performance and sea experience qualify you for the billet and the PCS costs are not excessive.

Q. What do you mean "costs are not excessive" with regard to PCS?

A. We have experienced, and will experience continued reductions of monies to move people from duty station to duty station. Consequently, the cost of a move will also be an important factor in any assignment made. We cannot afford to move people long distances without regard to the fiscal consequences.

Q. Does this mean if I start in one area I will be there for my entire naval career?

A. No. There will continue to be marshalling or collecting points which receive inputs from all areas and send to all areas. Examples: NPGS, NDS (Naval Destroyer School). Additionally there will be limited new billets, which must be manned, which will require assets from outside their immediate geographic area. Add to these overseas tours and a large share of the Navy's dollars will be gone. Yet we will have some movement from geographical area to geographical area; however, there will be considerably more restraint than has been the case in the past.

Q. If I desire overseas shore duty upon completion of my initial sea tour, what should I do?

A. Maintain a very strong performance record to assure a subsequent department head assignment. Language and academic work pertinent to an area will also help.

Q. If I do not do well on my initial sea tour what should I do?

A. Stay at sea. If you move ashore with a noncompetitive sea record your chances for selection to LT are poor.

Q. Doesn't the increase in tour lengths tend to encourage stagnation in each assignment?

A. No. In the past, particularly at sea, half of a tour was spent learning the billet. The longer tour lengths make for more and better use of your training and experience and a more professional performance of the unit.

Also, increased lateral billet shifts within each unit are anticipated to broaden your background in your warfare specialty and subspecialty. This shifting is, however, a command prerogative and will remain one.

Q. Does that mean for example, once an EW type always an EW type, etc?

A. Not necessarily, but the trend will be in that direction. The days of the "jack of all trades, master of none" are dwindling. The more general path will still be a viable pattern but not as many officers will be able to pursue it.

Q. What about Reserve officers?

A. Their initial assignments will continue to be primarily to sea duty; however, some Reserve officers will continue to be assigned to specialized shore duty billets, e.g., computer programming, instructor duty, naval facilities. Possibilities for augmentation to the Regular Navy will be good provided their performance is outstanding.

Early release programs should be past history as force size stabilizes and we go, possibly, to an All-Volunteer Force.

SURFACE LIEUTENANT COMMANDERS

FOR THE SURFACE LIEUTENANT COMMANDER, the future warns of an increased emphasis on specialization and the development of a core of officers with increasing highly technological training whose duty assignments will no longer be following the sea-shore

patterns of the past. The Navy expects that within five years the formal graduate level education of these officers will have significantly increased, although the vast majority will have received their schooling prior to promotion to that rank.

Emphasis on "hard core" postgraduate curricula will continue to be maintained. However, there will also be an expansion in requirements for officers with advanced "liberal arts" training in order to meet the increasing requirement for geographically trained experts.

For those top-performing officers whose careers or aptitudes do not permit advanced formal schooling, specialization and repeated tours ashore in key developmental assignments in systems management or operational and technical billets can be expected.

In his sea career, the unrestricted line lieutenant commander can anticipate a somewhat reduced opportunity for duty as a commanding officer or executive officer. However, the late '70s will witness the arrival of exciting new ship types—those using hydrofoils and surface effects—in both increasing numbers and sizes. Many of these will be suitable for him.

Also, there will be an increased need for officers with nuclear power training to man the significantly larger surface nuclear Navy of that era. As the ships of WW II vintage leave the scene permanently, they will be replaced by types rarely seen at sea today. These will require mastery of seamanship skills of which today's surface officer has only vague concepts.

SURFACE WARFARE COMMANDER

THE SURFACE WARFARE COMMANDER community can look forward to a more stable career pattern. Both sea and shore assignments will have longer tour lengths, and sea tours, including command, will be 24 months. Shore assignments, with the exception of those officers who have been screened but have not yet had their commander command at sea, will normally be scheduled for four years.

Development of subspecialties will become even more important as the OTMS concept is put completely into use. Repeat tours in one's subspecialty or area of high skill will become the norm as the idea of "getting all the tickets punched" goes the way of the FRAM II.

AVIATION LCDR/JUNIOR OFFICER ASSIGNMENT

MONEY AND THE OTMS concept will be main drivers of all officer distribution policies and career trends. Increase in number of subspecialty areas, combined with reduced end strength and tightening budgets will see "needs of the service" becoming the more dominant corner of the detailing "triad."

The financially austere '70s will result in a return to longer tours of duty (already being put into practice) including sea and "arduous" overseas duty. Many technical and managerial billets will become four- and five-year tours.

Some officers as junior as LCDR will be detailed away from traditional command-at-sea oriented billets and toward the growing technical and managerial career patterns. The general effect on officer career patterns of the more specialized Navy of the late '70s will be an earlier determination of which career in the OTMS concept an officer will pursue.

Service college and graduate education will continue to be important for a career officer. Those receiving a subspecialty code will have more opportunity to serve in that area when they transfer to shore duty.

The foundation of the detailing principle will remain performance, as reflected in an officer's fitness report record. Regardless of the degree of subspecialization or diversity of career patterns, performance will predominate when determining both an officer's assignment and the degree of personal choice he will have in the orders he receives.

Service colleges will be more selective, with more emphasis on quality, not quantity. The opportunity to earn an MA while at the same time attending the Naval War College Warfare Course was phased out with the 1972-73 class. A similar policy may be put into effect for officers attending the Command and Staff Course there. In the future, only the top-performing officers will be elected to attend a service college.

Command opportunity will increase only slightly in the next five years, depending on force reductions. This is not to be thought of as a slackening of selection standards, but rather, it is because of the impact smaller year groups will have as they compete for command. Statistically, there will be about the same impact but, overall, an increase will be evident. Screen/Board Actions will receive directions to pick the BEST FITTED officers but particular emphasis will be keyed to specialty and acquired subspecialty areas. Performance will still be the PRIMARY factor in any selection.

AVIATION INITIAL ASSIGNMENT. Detailing procedures at the Aviation Initial Tour Assignment desk are not expected to change significantly in the foreseeable future.

Good performance in the undergraduate flight training program will continue to earn priority for selection to those billets offered to newly designated aviators and naval flight observers. As the training rate more nearly matches the sea billet requirements, the opportunity for all graduates to fly in the community for which they are trained obviously becomes greater.

The term, non fleet experienced aviator (NFEA), should no longer be fashionable—an officer in this situation is merely going to shore duty first, instead of sea duty. This officer's situation will be better understood and accepted throughout the Navy while the experience he gains in that first assignment will be a valuable asset when he arrives on the scene in the fleet. He can and will realize a lively career pattern without going to the fleet right after designation.

RETENTION AND RESERVE MANAGEMENT. Although it is impossible to predict how the Navy must react to the country's international and domestic policies of the next five years, one thing will be just as true as it has been in the past. The release and recall of Reserve officers will continue to play a prime part in responding to rapidly changing national defense requirements.

RESERVE OFFICERS on active duty who desire to make a career in the Navy have only one way to ensure staying on active duty—they must augment into the Regular Navy. The main rule for retention and selection to Regular Navy will continue to be demonstrated performance of an outstanding nature. As the Navy becomes smaller and at the same time more attractive to many, the selection process for augmentation will, by necessity, become more choosey. Only those Reserve officers best qualified can be retained and augmented.

Listed below are some of the more commonly asked questions directed to the Bureau's Retention and Reserve Management Desk:

Q. If I am on an indefinite extension, what are my chances for early release?

A. You will be considered along with all other USNR officers for early release. Indefinite RAD status is no protection against involuntary early release.

Q. If I get out of the Navy and then decide later that I want to get back on active duty, what are my chances?

A. Recall applications are always carefully considered but for the present, and the foreseeable future, very few requests can be approved. If the Navy is releasing several thousand officers early, many against their desires, the bringing of other officers on active duty from inactive status cannot be justified. Those few who are recalled were top performers when they were on active duty, and currently they are urgently needed in their warfare specialty.

AVIATION COMMANDER ASSIGNMENT

AS IN ALL OF THE OTHER communities, the aviation commander assignment policies have been affected considerably by the well-publicized current restrictions on PCS funds. It is not expected that these policies will vary in the foreseeable future.

Specifically, the policies pertaining to the Bureau's assignment procedures are now and are projected to be:

- Shipboard/Afloat Staff tours—two years.
- Officers serving in post-command tours and officers not command-selected, CONUS shore assignment—four years.
- Failed-of-selection, CONUS shore tour—five years.
- With few exceptions (e.g., isolated or short-tour areas) the length of accompanied overseas shore assignments will be 36 months.
- When assignments to National War College or Industrial College of the Armed Forces are made, they normally shall be a part of a minimum three-year Washington area tour. Officers will not be assigned to school prior to completion of prescribed tour.
- USNA/NROTC staff tours—three years.

To remain within our FY-73 PCS operations target, priorities have been placed on issuance of orders. The top priorities and those for which funds will be available—under present costing estimates—are orders to command tours and ships' company/afloat staff positions. The next priorities are directed toward filling overseas requirements, some of which will be gapped or remain for short periods. The money available for moves to and from service schools, and other service educational commands, is somewhat less restrictive and hopefully the most critical shore requirements will be filled by officers coming from these assignments. Many officers are and should expect to continue being assigned to near-homeport activities.

TRADITIONALLY, squadron command, key Washington billets, CV department heads of aircraft carriers, and senior service college have been the desirable assignments while in grade. However, as a result of recent changes and putting OTMS into effect, "important" assignments in the grade of commander—as reflected in past selection statistics—are changing.

Administrative boards are meeting to select proven subspecialists in areas such as intelligence, communications, PAO, management, etc. Officers who have been identified as proven subspecialists may have nontraditional career paths. Recruiting commands and Human Resources Development are among CNO's high-priority programs and ex-squadron skippers who have a bent for this kind of work and meet the quality performance standards will be in contention for these challenging assignments.

Command opportunity in the future will continue to be a function of force levels. The forecast is that the number of carrier aviation squadrons will diminish in the next five years. This prognosis, in conjunction with the reduced size of the year groups which will be coming into the zone for commander, results in the likelihood that command opportunity will remain reasonably constant. However, there remains the option to control this by varying command tour lengths as is now being done in the jet squadrons.

Ideally, command opportunity should be 50 to 60 per cent. There are opportunities arising for second command in grade in addition to Air Group and Replacement Training squadron command. Aviation commanders are eligible for an increasing number of meaningful shore commands.

AEDO/AMDO ASSIGNMENT

PROJECTING the impact of continued scarcity in PCS funding leads to a conclusion that cross-country moves for AEDO/AMDO officers between East and West Coasts will diminish. It is not farfetched to consider that more officers may be spending up to 20 years on one coast with little chance for transfer to the other coast. The relative importance of experience on both coasts to an officer's career should therefore diminish in the years ahead to the point where it will not even enter the career planning picture.

NUCLEAR SUBMARINE OFFICERS

AS THE IMPROVED RETENTION of nuclear submarine officers continues through 1977, more of these officers will be assigned to shore/staff duties in conformity with the revised nuclear submarine officer career pattern. The mandatory department head tour immediately following qualification as engineer officer will gradually become a thing of the past.

With opportunity for a shore tour as a junior officer, the officers assigned as department heads will be more senior, changing the current requirement to make use of more junior officers. Within the next five years it is anticipated that all nuclear submariners will have two shore/staff tours prior to assignment as executive officers.

Senior nuclear submariners on the other hand, should expect a greater variety of shore and staff assignments, particularly in antisubmarine warfare and strategic warfare billets.

SURFACE NUCLEAR POWER

WITH THE CONTINUED rapid expansion of the surface nuclear fleet in the next five years, the future for the surface nuclear trained officer has never been brighter. This fact is recognized at all levels of command in the Navy.

Detailing policy will be geared toward phasing into the all nuclear DLGN wardroom idea. This policy should afford officers a chance to gain necessary expertise in all aspects of their warfare specialty. For the present, this plan provides the surface nuclear trained officer with conventional command opportunity in the grades of lieutenant commander and commander. The ultimate goal is, of course, command of one of the nuclear power frigates or cruisers.

Emphasis on early postgraduate training, excluding ICEPS, will gradually shift to the senior lieutenant lieutenant commander time frame. This postgraduate training at a later time in an officer's career will more closely tie in with the officer's expanded opportunities for shore duty and the OTMS concept.

As the community expands in the next five years, it is only normal to expect some growing pains but, once through this period of transition, we should have developed the experience and skill to ensure smooth sailing in the future.

DIESEL SUBMARINE OFFICERS

AS THE DIESEL SUBMARINE FORCE declines to only about 12 operational boats five years from now, it is anticipated that five to 10 outstanding diesel submarine officers per year will leave the diesel submarine force each year at the grade of lieutenant commander for surface command. Those officers who remain associated with the submarine force will be assigned to submarine support billets to insure solid manning in the important and ever expanding *Polaris/Poseidon/Trident*/ASW Staff and Deep Submergence fields.

Many of the junior officers are expected to choose to be weapons or navigator officers in FBM submarines. Following the six-month Basic Submarine School training at New London, and two months' special schooling at Dam Neck, Va., it is possible for an officer to go directly to an FBM submarine as the assistant weapons officer or assistant navigator. Another option following basic submarine school is to go directly to a diesel submarine and then to the FBM for a weapons officer tour or to a billet in the deep submergence field. The lengths of these tours will vary over the next five years but sea tours should average about three years in length.

Many of the diesel/FBM Weapons/FBM navigator officers will be given an opportunity to establish a subspecialty through the postgraduate school or service schools during their shore duty tours. Others will be ordered to NROTC or USNA as instructors and if already weapons/navigation-trained, they could perform on the Navy's strategic staffs or teach in their subspecialty at Guided Missile School, Dam Neck, Submarine School, or one of the FBM training centers.

SPECIAL WARFARE ASSIGNMENT

SPECIAL WARFARE has been in existence as a separate warfare specialty for only three and one-half years. Officers serving in this field are assigned the 113X designator to identify them from other unrestricted line officers in regard both to their specialty and their unique career pattern. This action was taken to increase Navy readiness in unconventional warfare and to retain highly qualified officers with this special training and skill.

The aim of all SPWOs should be to qualify as both a UDT and SEAL officer within the first three or four years of commissioned service. During this time they will have served as platoon commanders and as department heads. After the initial tour, there are several options open to the special warfare officer. He may, like his contemporaries in other warfare specialties, attend PG school, be an instructor at the Amphibious School, have staff duty, or overseas duty. There are several Personnel Exchange Program exchanges now and more are expected in the next few years.

Special warfare officers are also in demand for duty on mobile training teams in working to familiarize various countries with special warfare programs. The recent establishment of the Naval Inshore Warfare Commands and the increasing number of large staffs that have 113X officers provide many challenging and career-enhancing billets as the special warfare officer climbs the ladder of success to the senior ranks.

The outlook for the future of Special Warfare Community is excellent. Although there may be some consolidations due to decreases in overall size of the Navy, command opportunity should remain comparable to that of the other warfare specialties. It is anticipated that the career program for SPWOs will broaden to include other portions of the Naval Inshore Warfare area of responsibility such as Coastal River Squadrons and Inshore Underseas Warfare Groups.

Officers who have significant language or other overseas experience may also be selected for the CARS/CARSO program. Six SPWOs have already been selected for CARS/CARSO and two others began PG school this year. Progress made up till now in promotions and job opportunity has been impressive and is expected to continue.

CHAPLAIN CORPS ASSIGNMENT

IN THE EVER-CHANGING atmosphere of money shortage and manpower reduction in the Navy, the Chaplain Corps—in the next five years—predicts and envisions continued change and updating. A "look" into the future would reveal an increased analysis of distribution policies, tour lengths and career planning which will affect the chaplains' work with Navy and Marine Corps personnel and their families.

Many of these continued changes will be difficult to put into practice because of crisis situations which will constantly occur. These situations are certain to materialize as unanticipated moves which are thrust upon the Corps by factors beyond anyone's control, e.g., retirements, potential involuntary RADs, early releases, ship/station inactivations, PCS retraints and the like.

Still, future increased management revisions will go hand-in-hand with revised assignment policies and selective extension of tour lengths.

It is anticipated that there will be a reexamination of the Corps' billet structure resulting in putting into use of strong fiscal and personnel management practices. This will benefit all! The trend toward change and readjustment should gradually blend into a state of stability and provide improved career planning with fewer transfers throughout a chaplain's career.

Indications point to longer sea tours for those chaplains serving in their initial sea assignment; extended tour lengths at CONUS shore billets; more and more "no cost" moves within the same geographical area; and lengthened accompanied overseas shore tours, except for isolated areas.

AS CHAPLAIN CORPS STRENGTH declines, it is probable that more and more detailing will be directed toward team and coordinated ministries to bring about full use of our chaplains. Deep within the Corps' crystal ball shine possibilities of new modes of "circuit riding" to small ships and fleet units.

Peering into the future, two areas of significant concern are augmentation and career planning.

Augmentation opportunity for the 4100 community probably will continue to be on the low side for the 1972-77 period unless an unexpected expansion of the naval service's manpower strength is necessitated. Also, it is expected that career planning will move from a "good thing" to a requirement. Needs of the service will determine—more than ever before—all assignments, moves, training and education. Personal preferences will have to be more realistic, coupled with the "needs of the service."

Even though the forecast of a smaller Navy of the future will certainly reduce the size of the chaplaincy, there are good reasons for expecting a bright future—a youthful, professional, balanced chaplaincy assures the Navy of continued strong religious leadership.

GEOPHYSICS ASSIGNMENT

REVISED OFFICER ASSIGNMENT POLICIES and tour lengths resulting from PCS funding contraints are likely to have the greatest impact on officer detailing practices within the Geophysics Community over the next five years. The community can anticipate increased awareness of cost as a prime factor in all detailing decisions.

Priority on available PCS funds will continue to be given to filling command, major staff, sea duty, isolated tour and training/school billets. Most geophysics officers can expect assignment within the same general regions. An exception will be those going to selected training, along with a few least expensive moves into other regions to maintain a balance.

All geophysics officers coming up for rotation are being looked at on a long-range basis for her/his next two or three tours (five-eight years) with the view of meeting total requirements at least cost. The objective of long-range detailing plans for all officers is to ensure most efficient placement with a high probability of follow-on, no-cost and least-cost moves within the framework of a desirable career pattern.

ENGINEERING DUTY ASSIGNMENT

LONGER TOUR LENGTHS will be the rule for shore assignments. These longer tour lengths in turn will restrain officers from qualifying for a command billet in all three functional areas (i.e., Fleet Support, System Acquisition, Research and Engineering). Consequently, career planning will not attempt to fill in all functional area gaps in individual careers. In other words, the "jack of all trades" is not the route of the future.

The importance of demanding sea duty to the ED has been significantly increased. All younger EDs should seek an assignment to an afloat department head billet as a LCDR or CDR.

Also there will be more cross-detailing of EDs to URL billets and vice versa in the Washington area. As expected, those opportunities will be actively sought for the top performers.

JUDGE ADVOCATE GENERAL CORPS

THE FOLLOWING probable trends and policies are expected with respect to detailing JAG Corps officers during the next five years:

- Longer CONUS tours for commanders/captains along with fewer cross-crountry moves for all grades, all due to PCS fund restrictions.
- An increase in postgraduate opportunities along with the prospect of new postgraduate courses of study being offered.
- Lieutenant commanders are now eligible for consideration for attendance at the Junior Course, Naval War College.
- A decrease in the number of senior JAG Corps officers on active duty will result, naturally, in junior officers having increased responsibility.

SUPPLY CORPS DETAILING

THE DEMAND for Supply Corps officers across an increasingly diverse range of assignments can be expected to provide many challenging tours for officers in all ranks during the next few years. Families, too, can expect less frequent moves, since U. S. shore and foreign shore tours will be longer. Also, many officers will, whenever possible, serve back-to-back tours in the same geographical area (e.g., from a ship to shore duty in that port; two tours in D. C.).

While the number of jobs in RVN—particularly for junior officers—has been decreasing, billets overseas have been added in other areas, such as Greece, Germany, United Kingdom, Thailand and South American countries. Officers will continue to have the opportunity for at least one and perhaps two accompanied overseas tours during their careers. Restraints on the number of dependents are expected to continue.

The opportunity for sea duty will continue as it has in the recent past: most officers will spend only two tours afloat and these will generally be two of the first five tours, probably one assistant tour and one department head tour. First-tour department head opportunity will continue to decline as many of the single Supply Corps ships go out of commission.

Supply Corps officers selected for postgraduate education can expect to attend school at a point relatively early in their careers. While PG school opportunity should not be expected to increase significantly, the present diversity of graduate programs should continue.

The functional areas supported by postgraduate education can be expected to demand continued strong input, and additional areas of specialization may well be needed to meet the needs of the new Navy.

The strong demand for top Supply Corps officers in all business-related aspects of project management (financial management, procurement, integrated logistics support) has been met by the infusion of dozens of officers, and this requirement is expected to continue. Other long established Supply Corps functional areas—procurement, financial management, petroleum management, merchandising, transportation, subsistence technology, ADP, operations analysis and inventory management—are all alive and well. Officers will be required in all these fields in the future.

There will be interesting and challenging new assignments in aviation supply with the establishment of a number of junior officer billets to provide improved opportunities for entry into this career field.

Warrant officers and limited duty officers will continue to be required; they provide the experience and maturity in both specialized and general supply billets.

As management of resources becomes more sophisticated, increased training will be needed to meet specialized demands. No decrease is expected in the demand for supply officers in joint activities and staffs. From DSA to JCS, OSD, joint fleet staffs and MTMTS, Supply Corps officers will continue to be required for a wide range of assignments across all functional specialties and the full scope of logistics.

Whatever their particular specialized fields, Supply Corps officers will need to understand and apply modern management theories and methods. An understanding of the latest quantitative and analytical techniques will be vital to the proper day-to-day management of material and human resources. These techniques will have to be melded with full understanding of human factors involved in modern management.

In summary, Supply Corps officers can expect an increasingly diverse range of assignments in the Navy of the next several years.

While the "traditional" career patterns of fleet, stock point, inventory control point and headquarters duty may be realized in fewer cases, the need for experts in many specific fields in many types of activities will continue to grow. The close attention to individual development and assignment that has been traditional in the Corps, and the dialogue between detailer and officer that has established close rapport over the past, will continue in the future.

MEDICAL DEPARTMENT OFFICERS

For the foreseeable future the Navy's health care delivery system will be meeting an increased demand for optimum health care with a decreasing level of scarce resources. To meet this challenge, many modifications of the delivery system will be made. Many of these changes will have a significant impact on the assignment and distribution of medical department officers.

REGIONALIZATION. A new concept of regionalization of all fixed medical facilities in a geographical area under the command of a single regional medical director began 1 Jul 1971, with a pilot program for the Portsmotuh, Va., area. By now nearly all fixed Navy medical facilities have come under the command of a regional director.

Regionalization permits, too, expanded and improved health care services for all authorized beneficiaries, and more efficient use of health care resources.

Directly affecting officer distribution policies is the ability of the regional commander to provide a wide range of assignments within the command. In addition to increasing job satisfaction, this flexibility will allow longer tours in the same area, while providing increased opportunity for professional development. For health care administration officers, the consolidation of support functions will provide

an opportunity, early in their careers, for increased responsibility in resources management.

PERSONNEL UTILIZATION. The most serious threat to Navy health care is the shortage of health care delivery personnel. The Medical Corps is identifying and developing new sources of manpower and improved management to offset this shortage.

The physician's assistant program will achieve better use of physicians by assisting or relieving them of many duties they traditionally performed. The first students in this program began training in September 1971. Still in the investigation stage is a program to train Advanced Medical Marine Amphibious Technicians to assume some of the duties now performed by physicians with Marine Corps units.

THE ROLE OF NURSE CORPS OFFICERS will expand with an increasing number of Nurse Corps officers specializing in a specific health care area. Assignment and promótion opportunity will be provided while the officer remains in his/her selected specialty area. There will be increased opportunity for training in specialty areas.

Although emphasis will be placed on specialized training, there will continue to be great need for the "generalist nurse" and they will be provided the same opportunities as the specialist.

The use of electronics in our health care system can assist in optimum use of health care personnel. Automated devices for history taking, laboratory profiles, dental examinations and other electronic support systems will adapt readily to computer-supported regional health care systems. In the future these data may be transmitted electronically Navywide.

IMPLEMENTATION of preventive dentistry programs by dental auxiliary personnel will improve use of dentists. Several new drugs, now being tested, plus research in control of dental decay and periodontal diseases could have a significant impact on dental practice and Dental Corps assignment policy in the next few years. There will be increased opportunity for advanced training for dental officers.

Additional space is being incorporated in future hospitals to provide automated testing and screening devices to expedite consultation and treatment. New dental facilities are designed for better use of dental officers, including a new radial dental clinic design for better dental care team work.

Opportunity for staff and operational assignments for physicians will continue; however, better use of support personnel should reduce the number of billets available. Medical personnel assigned to the operating forces will be augmented as required by special medical, surgical, and dental teams, fully trained in their specialty and in casualty treatment.

OUTLOOK. The medical department officer can look forward to the next few years as being a period of "putting together" a new type of Navy health care delivery system. Never before in the history of the Navy has there been such an opportunity to consolidate and arrange the elements of the health care delivery system into coherent relationships; to provide so many challenging assignments; and to develop new projects and concepts into a dynamic, responsive system.

CRYPTOGRAPHIC OFFICERS

CRYPTOLOGIC OFFICER DETAILING in the current and predicted environment during the period 1973-1977 may be expected to be influenced by the following:

- The need for technically qualified officers to fill key operational and staff billets will increase. In this connection, technical postgraduate (PG) education will become an increasingly significant point in many key assignments. PG–qualified officers may expect several tours in billets requiring their technical expertise.
- The number of billets at sea will increase. These will be key career-enhancing assignments for grades 01-05.
- Officers experienced and trained in all aspects of electronic warfare will be in high demand for key positions ashore and afloat; this will become a very important career area.
- Requirements for language-trained officers should decrease significantly.
- Command opportunity is not expected to increase in any great degree.
- Tours in communications and operations security will be a standard part of every junior officer's career.
- Several—but not consecutive—tours with the National Security Agency/Central Security Service will be normal for officers in the grades of LCDR and above.
- Augmentation opportunity should remain stable or even improve moderately.
- Overseas tours will be longer, yet less frequent.
- The number of CONUS billets outside of Washington, D. C., will increase.

Within the context of the foregoing it is apparent that cryptologic officers may expect that the next five years will see their community change markedly in many respects.

ORDNANCE ENGINEERING DUTY

THE ORDNANCE ENGINEERING DUTY OFFICER community has been significantly changed by the recent merger of the Explosive Ordnance Disposal (EOD) officers. The new community now consists of two very different subgroups, the engineering-oriented and the EOD-oriented.

We foresee no changes in the assignment trends over the next five years for the engineering subgroup other than perhaps longer tours due to reduced PCS funding. With the larger percentage of OEDO personnel in the Washington area, it will be possible to "swap" billets for our technical/management specialists without jeopardizing these officers' career patterns.

We predict the OEDO will play a stronger role in project management of our future weapons system projects over the next several years. At the same time, we expect to see more OEDOs assigned to fleet interface billets (i.e. fleet staffs, shipyards, NOSSOS, etc.) to provide the much-needed technical skills in the maintenance and logistic support for operational weapons systems.

We feel centralization of detailing of EOD officers under one desk in BuPers will provide a better service, individually and collectively, to this subgroup of its community. As they transfer to the OEDO designator, these officers for the first time will have a viable career pattern. Long-range plans for this subgroup include initial assignments to operational EOD tours primarily under EODGRUONE.

A young officer, fresh out of the one year of EOD training, would be assigned to an EOD shipboard team and would make two deployments on a CVA, AE or AOE. Upon completion of this tour he would be assigned either to an EOD Mobile Unit (no cost move in Pearl Harbor) or as OINC of one of the many EOD detachments. As an OEDO he is competing only with other EOD officers for promotion to LT and LCDR. (There are no billets for the engineering subgroup officer junior to the rank of LCDR.)

However, following the first two or three operational tours it is necessary to order a large number of these EOD officers to postgraduate training so that:

- They are able to compete for promotion to the more senior ranks with the engineering subgroup officers who possess this educational level as a prerequisite for selection into the community, and
- So that they can be cross-detailed into engineering subgroup billets.

After completion of this training, the EOD officer can expect to be cross-detailed or to be reassigned into the EOD subgroup as school, department heads at the EOD facility, or commanding officers of the mobile unit, shipboard unit or test and evaluation unit of EODGRUONE. The luxury of "going either way" in the OEDO community continues for the EOD officer.

As a commander and captain, he can be assigned to the top billets in the EOD community (command of EODGRUONE and TWO, the facility and the school) or to senior technical/management billets within the engineering subgroup.

PUBLIC AFFAIRS OFFICER

THE PUBLIC AFFAIRS OFFICER in today's Navy is the principal staff advisor to Navy officers in command; in his job he faces many of the Navy's biggest problems:

- Public regard for the Navy and the Navy's role in national security,
- Initiatives to improve service life,
- Improvement in communications between commanders and their men and families, and
- Policies and programs aimed at retention and the achievement of goals for an All-Volunteer Force.

Over the next 10 years these subjects, along with considerations of environment, changing national priorities and responsiveness to national goals, promise to keep public affairs officers very much in demand.

The requirement for public affairs expertise, in terms of numbers and specialized knowledge, should grow in the face of this challenge.

Any prediction for this field must include an increasing demand for officers well versed in international affairs, political science and government, sociology, management and, certainly, in mass communications. The demands of the media and of the public must be met by officers qualified to answer legitimate questions on why we have the Navy and what the Navy contributes to our national security. A larger public affairs organization more responsive to public need is expected, along with an anticipated restructuring of the public affairs community to meet that end.

WITHIN THE NEXT FEW YEARS there will be additional public affairs offices in major communications centers in the country and additional billets within the fleet organization. There will be a program to equip all major Navy ships with internal information facilities, too. The larger surface combatants can expect their closed-circuit television units designated as fully operational AFRTS systems. Smaller ships can expect at the least some audio installation.

The Navy currently sees a trend toward increased emphasis in recruiting, wherein the public affairs function plays a highly important role. This emphasis will grow as the service continues its course toward an All-Volunteer Force. Whether it be designation as a specialist or employment as a subspecialist as part of a URL career, public affairs experience and knowledge will become increasingly important.

INTELLIGENCE OFFICERS

ASSIGNMENT TRENDS for the next five years for the intelligence officer community are anticipated to equal those of other officer communities—all dictated by the particularly stringent fiscal climate today and projected for the future.

Rather than a gross change in policy, the "new" detailing practices are really the imposition across the board of a standardized system of tour lengths, some of which have been invoked arbitrarily in the past. The advertised practices affect everyone in the Navy and are designed for the long-term, rather than a stopgap "get-well" measure affecting only a few.

For the 163X officer there are, for example, only three-year CONUS tours for due-course commanders and below. These billets have generally been treated as two-year tours in the past, although it was not uncommon for an officer to be retained in the billet for an additional year. The standardized tour length results in less rotation and, therefore, an officer can expect to move less frequently over a 20-year career, ending up with fewer billets in his experience bank.

Individuals affected by the extension policy are being notified officially by letter. Those who may desire to do so are encouraged to request a further extension if such will better suit their personal plans.

If this sounds bleak, there are a few bright spots, too. Postgraduate education opportunity has become a recognized part of the specialist career development program. Efforts are continuing to develop new programs of value for which the 163X officer might be eligible and from which he might profit professionally.

CIVIL ENGINEER CORPS

During last year, several new trends in CEC detailing have developed which are expected to expand and have a substantial influence on the Corps during the mid 1970s. The strength of the CEC has been decreasing in 1972 and is expected to level out in FY-74 to somewhere between 1550 and 1600 officers. Present job distribution in the Corps is shown below :

	CAPT/CDR	LCDR/LT	LTJG/ENS
PUBLIC WORKS	36%	51%	38%
CONTRACT ADMIN	21%	19%	30%
SEABEES	7%	12%	27%
STAFF/OTHER	25%	18%	5%
NAVFAC	11%	—	—

Anticipated reductions in staff billets will have some effect on the job distribution in the staff/other and NAVFACENG categories. The following shows billet distribution by geographical area :

CONUS	— 64%
EAST COAST — 40	
WEST COAST — 17	
OTHER — 7	
OVERSEAS	— 20%
ASIA & PACIFIC — 14	
EUROPE & ATLANTIC — 6	
SEABEES	— 14%
RVN	— 2%

The reduction in PCS funds will greatly reduce the cross-country, the east coast to overseas Pacific and the overseas Pacific to east coast moves that occurred in the past. The career pattern rotation will certainly change to some extent as a result of the projected continued reduction in PCS funds. A desirable career rotation plan would include a tour in public works, contract administration and naval construction forces as well as a probable PG school tour prior to reaching the promotion zone for commander.

The input of new ensigns into the Civil Engineer Corps is expected to drop significantly in FY-74. The normal input prior to FY-73 (except for RVN influence) was 180 to 200 ensigns per year. This permitted the retention of a 50-55 officer year group by the time the year group comes in the zone for LCDR.

The CEC input of ensigns in FY-73 was reduced to 117 as a result of a change in BuPers policy from "grow your own" to one-third of the number of ensign/LTJG billets as new input each year. The additional officers required as a result of attrition would be gained by line to CEC transfers, recalls, etc.

In this way a normal size year group can still be obtained; increased emphasis will be placed on these programs for input to the CEC during the next several years.

There is still a continuing requirement for officers in the Republic of Vietnam. Current assignment policy requires that officers of the appropriate rank for the billet or who will be in the primary promotion zone while in RVN will be assigned to billets at naval advisory group, MACV and the MACV Staff.

Two new programs will have a significant influence on the CEC during the next five to six years. There are the Trident, and Hospital Modernization programs. There will be an officer in charge of construction established to administer the construction of the Trident facilities which will total over $500 million. The Hospital Modernization program is of a similar magnitude. These two programs will be superimposed over the Navy's normal military construction program during the next few years.

In summary, look toward longer tours, reduced distance of PCS travel, reduced input of ensigns, increased line to CEC transfers and less flexibility in assigning officers to their preference of location if it involves a long move. Paucity of PCS funds will continue to dominate detailing for the foreseeable future.

TAFFRAIL TALK

Now Hear This!

Beginning with this issue, February 1973, the distribution of ALL HANDS Magazine to the Fleet is being doubled. That means that all ships and stations will receive sufficient copies to provide distribution *at a ratio of ONE copy for each FIVE persons* on active duty—officer and enlisted. Distribution has been increased on the repeated recommendation of men in the Fleet and at the specific request of the Chief of Naval Operations and the Chief of Naval Personnel.

This is *your* magazine. Each Navy man and woman should have an opportunity to see it before the end of the month of issue. Distribution procedures will vary according to ship or station, but if you have difficulty in getting to see a copy, check with the following: your personnel officer, your division officer, your ship's library or your career counselor.

If your ship or station is not getting the correct number of copies, the procedure to follow is outlined in the column to the right, and will continue to appear, on page 64 of each issue. The Bureau of Naval Personnel should be kept informed of changes in the number of copies required by your ship or station. Normally, for Navy activities, distribution is made only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary. Only in special circumstances will copies be sent directly to subactivities and in each case the Bureau should be informed.

Again—this is *your* magazine and *we want you to keep us informed*, not only about the subjects that are important to you but also about activities or accomplishments of your unit. If your activity has a story to tell, let us know about it. Ask your Public Affairs Officer, or one of the journalists in your outfit to write it up, or write it yourself. Send it, with pictures if you have them, to ALL HANDS. The mailing address always appears on page 64 in the column to the right.

One more request: *If you are the first man on the list, pass this copy on to four other readers.*

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. Note that distribution is based on the authorized number of members attached, rather than temporary fluctuating numbers.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number is not received regularly.

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Limited distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

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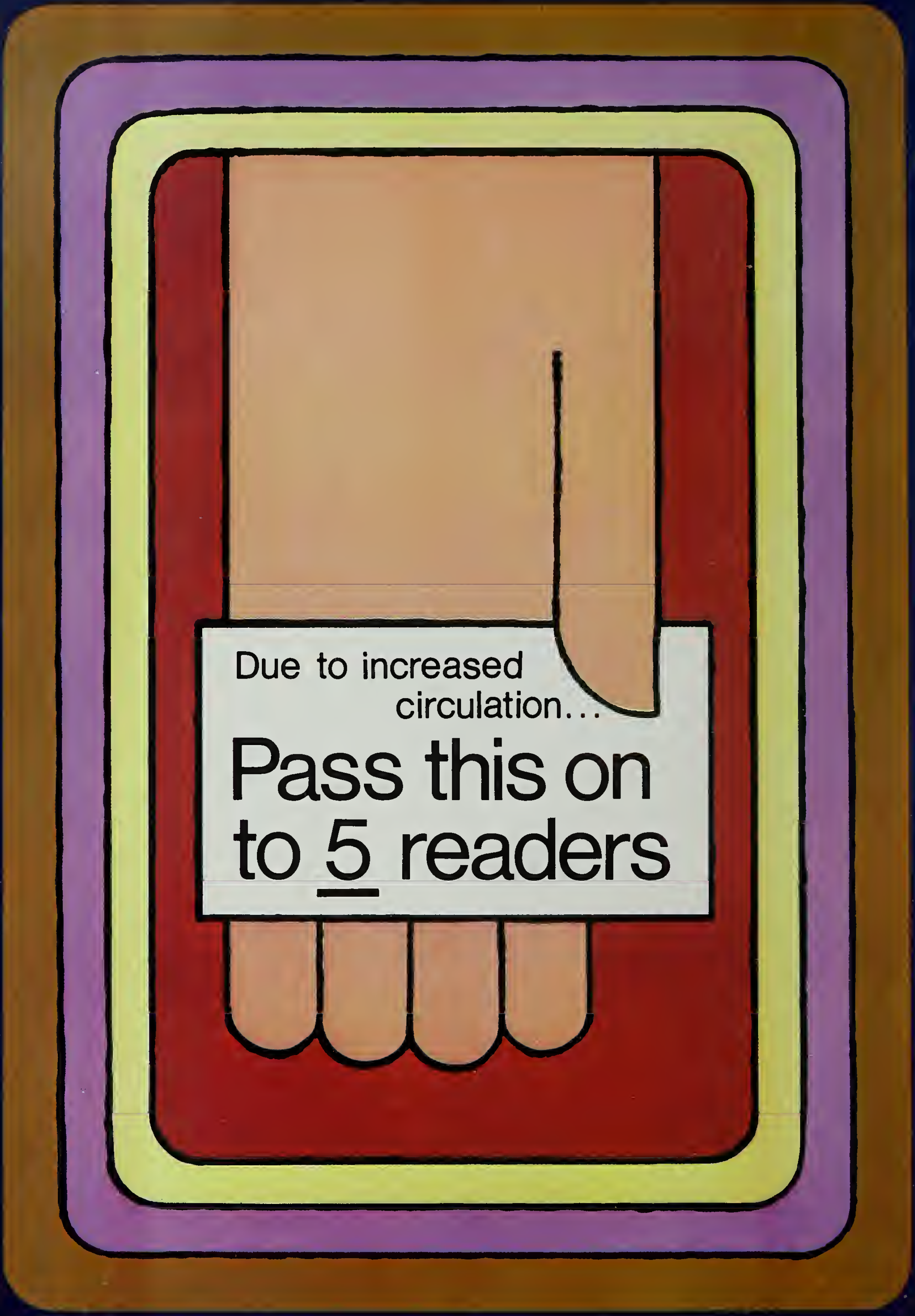
• ON THE WAY TO THE TOP—and there's only one way down. A trainee climbs a 15-foot tower for a free fall in parachute harness while participating in Deep Water Environmental Survival Training. ➡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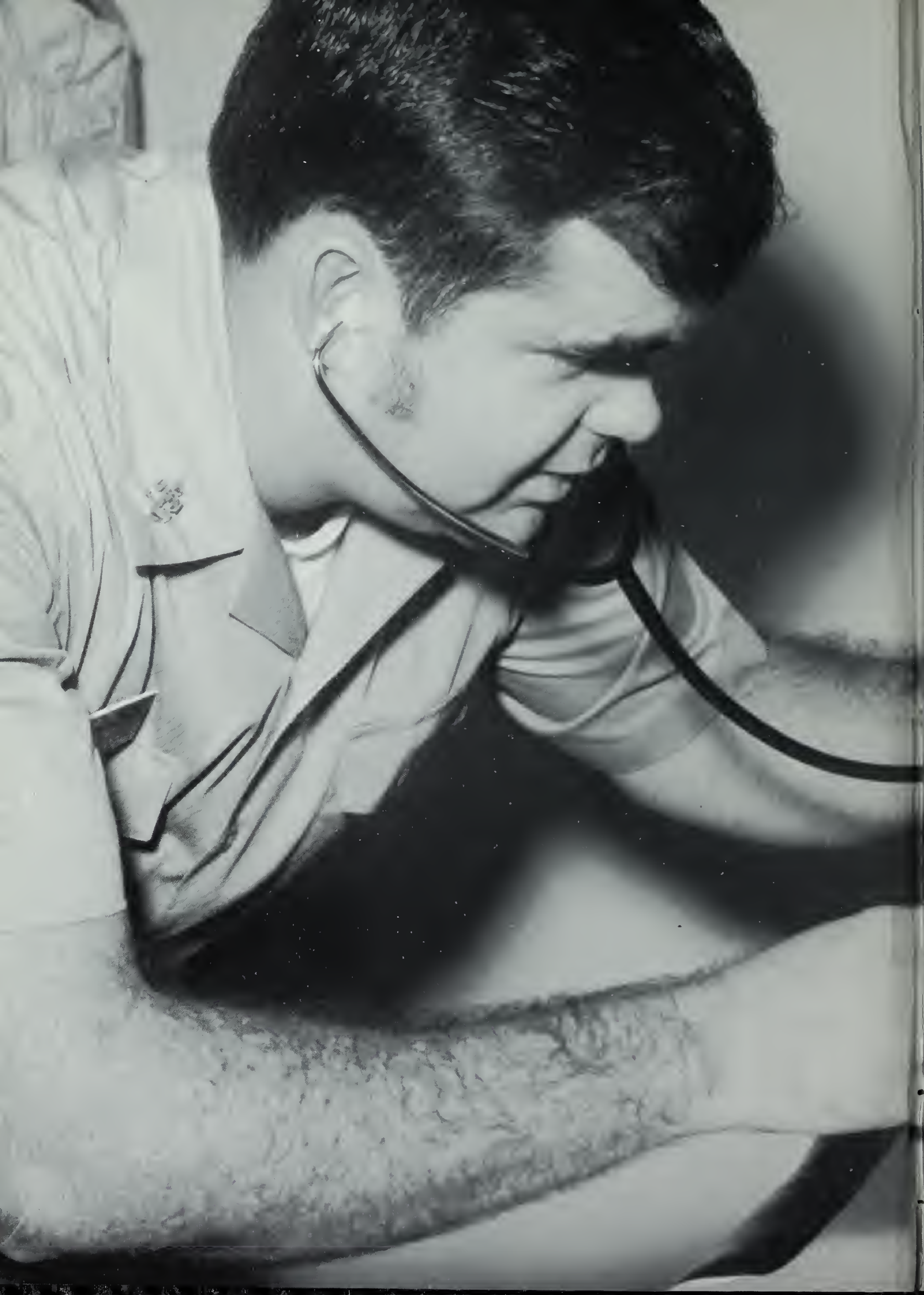

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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• **FRONT COVER: ON THE BRIDGE**—Experienced staff artist Michael D. Tuffli's colorful rendering of the helmsman aboard the USS Purdy (DD 734) is adapted from a photo by Petty Officer Riley.

• **AT LEFT: THAT'S COLD, CHIEF**—Among the many benefits of a Navy career, free health care for Navymen and their families is the most valuable. The best qualified doctors, nurses and corpsmen are at the Navy's service helping preserve the Navyman's most precious possessions—his health and that of his family. Photo by PH1 J. Greaves.

Paint Paint and more Paint

. . . it really pays off

CHIPPING PAINT OFF NAVY SHIPS and putting on a fresh coat assume monumental proportions and seemingly (to those who do the work) accomplish nothing, for a ship is never completely covered with fresh paint. Despite the apparent futility of the work, however, paint is an important item in keeping the United States fleets afloat.

The Navy's enemy is not always composed of potentially hostile human forces. It is also the highly corrosive water of the sea and air found in a marine environment. For such enemies, paint, among other agents, is much more effective than guns. It is even used to discourage marine life such as barnacles from attaching themselves to ships. Barnacles, considering their size, do an inordinate amount of damage.

A barnacle is a very small univalve mollusk which, by itself, would hardly rate anybody's notice. En masse, however, these small animals are formidable for they like to attach themselves to slimy underwater surfaces. If undisturbed, they will build themselves into layers several inches thick. This, in turn, can slow a ship and force it to consume an excessive amount of fuel. Finding a paint which will discourage the growth of barnacles has been a matter of constant research for the Navy. As yet the research hasn't been entirely successful. Some paints have produced results but the effect is only temporary.

For example, reasonably effective antifouling paint having an ingredient which poisons barnacles prevents them from collecting on a ship's hull. After awhile, however, the paint loses its effect and marine growth encroaches on the underwater surfaces despite the

Paint Paint and more Paint

paint. Barnacles are notoriously prolific and it takes no time at all for an encrustation of several inches to build up.

But the average navyman is concerned only with painting his ship above the water line. So far as he is concerned, the principal purpose of applying paint is to make his ship look good and provide a coating which excludes air and moisture from metal surfaces. The latter, of course, prevents rust.

Several years ago, the Navy began a high performance coating program to reduce the manhours spent painting ships for corrosion protection as well as for appearance. It was considered that the use of high performance coatings, such as inorganic zinc primer and silicone-alkyd topcoat, would inhibit corrosion and rust staining on topside exteriors. From the appearance standpoint, the new coating also provided improved color and gloss retention.

To test the products, four destroyers were selected from ComCruDesLant and two were painted with the standard Navy red lead primer and haze gray topcoat. The topside exteriors of the other two ships were blasted with abrasives, given a prime coat of inorganic zinc and a topcoat of haze gray silicone-alkyd paint.

Maintenance records were then kept for 18 months. Every bucket of paint, where it was used in the test ships, and whether it was used for touch-up or recoating was carefully noted. Data was also kept concerning manhours spent on surface preparation as well as painting and the reason for painting.

By the end of the evaluation period, the ships painted with the new high-performance coatings showed about 60 per cent reduction in maintenance over the conventionally painted ships.

After this success, an epoxy coating system developed at Mare Island was evaluated for use on areas including underwater hull, topside exteriors on submarines, tanks, wet spaces and particularly bilges.

The epoxy covering, too, proved to be a considerable improvement. Although much effort was initially

required to clean and prepare surfaces in bilges, reports indicated that maintenance was significantly reduced and that the time spent applying the epoxy was worth the effort. All these improved products are being included in standard stock and new ship specifications call for use of high-performance coatings.

In addition to paint, there are other coatings which can be used. For example, chemical coatings are employed to produce a chemical reaction between surface metal and whatever solution is used. Phosphate is often used for this purpose. The part which needs protection is dipped in or sprayed with a solution of metallic phosphates to produce a coating that not only resists atmospheric corrosion but also acts as an excellent base for paints. Even magnesium and aluminum are protected by chemical coatings such as chromate. Oxide and silicate are also used to protect some metals.

More familiar to apprentice seamen, however, are the nonmetallic coatings such as paint, varnish, plastics, natural and synthetic rubber, bituminous and petroleum products which form a mechanical film against air and moisture. Paint, of course, is the most widely used of these materials but its effectiveness depends on how dry and clean the surface is when the paint is applied.

SEAMAN WHO CONSIDER THEMSELVES stuck with the job of chipping or otherwise preparing a steel surface for paint, can take at least a modicum of comfort in knowing that there is no known way of keeping paint on a rusty, dirty, dusty, greasy or damp surface. If paint is applied over a rusty surface, for example, the rust continues to spread beneath the paint which eventually flakes off.

Usually rust, old paint and such are removed with the help of power sanders, wire brushes or hand scrapers and hammers. Sometimes electrically heated devices are used to blister old paint. In the hands of a skilled operator who doesn't scorch the metal underneath, a torch can be useful.

Actually, chipping paint with a hammer isn't particularly recommended because it leaves surface irregularities. It's been known that men have even chipped through the ship's skin. There's less danger, however, if a scraper is used.

To get off the oil and grease which inevitably ac-

Far left: Painting the bow area of the store ship USS Rigel (AF 58). Center: A crewman paints a windlass aboard the destroyer USS Steinaker (DD 863). Below: Boatswain's chair is used in painting USS Rigel while the ship was in port.

Paint Paint and more Paint

cumulate on a ship, paint thinner and similar compounds are frequently used to dissolve the film on the surface which can then be washed and wiped off before the paint is applied.

WHILE PAINTS HAVE IMPROVED and chemical solutions, torches and electric tools aid men preparing surfaces for painting, there has been little change in the method of applying paint. Most painting is still done by means of a brush.

Despite the continuing prevalence of the paintbrush, however, there has been one rather unspectacular but helpful device made available for painting large uninterrupted surfaces. Rollers have come into use whenever they are practical. They have the advantage of being attachable to long poles which enable the painter to remain relatively stationary while he covers a large area with paint. Whenever rollers can be used, they usually do the job much faster than it would be done by a man wielding a brush.

For those who wonder why the Navy doesn't build its ships with metals that don't corrode, the answer is: it has. The Navy uses many such metals in its ships. Frequently, however, the metals also develop problems of their own.

A bronze propeller, for example, which is secured to a steel shaft and turns in seawater (which is electrolytic) creates the possibility of electrochemical attack on the shaft and the ship's hull. Even the bronze propeller may suffer from cavitation and corrosion-erosion attack. The same problem occurs in pumps which handle seawater.

THE HULL AND SUPERSTRUCTURE of a ship are usually made of plain carbon steel which requires continual chipping and painting. Some superstructures,

however, have been built of aluminum alloys which resist atmospheric corrosion. But such superstructures soon tend to separate from steel decks as a result of the same electrochemical action which is caused by the rotation of a bronze propeller on a steel shaft in seawater.

There is, in fact, no known alloy such as stainless steel which is immune to corroding media, although such alloys do inhibit corroding influences by the addition of small amounts of manganese, silicon, columbiam, titanium, molybdenum or nitrogen.

The only known method of preventing a ship from corroding is to protect it from the environment which does the damage. This is, of course, partially done when a ship is put in mothballs. The interior (and sometimes some of the exterior) is sealed and kept dry with air-conditioning. Such items as guns, tanks and planes are sealed in completely moisture-proof covers and provided with moisture-absorbing agents.

Of course, the protection afforded ships in mothballs cannot be given to those in the active Navy. Nor has any effective substitute for the paintbrush and roller been found. Although Mother Nature still has a way of getting under the Navy's skin of paint, research has developed products which keep ships rust-free and looking good for longer periods of time.

Sailors probably will be manning paintbrushes, rollers and scrapers for some time to come but they will undoubtedly continue to do so less frequently. Navy researchers will continue their efforts to develop high performance coatings.

—Robert Neil

Facing page, left & right top: Painting the amphibious assault ship USS Boxer (LPH 4). Facing page bottom: Crewmen prepare amphibious cargo ship USS Capricornus (LKA 57) for painting at Norfolk. Below, left: Stretching from the top of ladder to paint a ship's hull. Below: Painting Rigel at Norfolk.

NAS NATC PAX:

A LOT OF NAVYMEN stationed at the Naval Air Station or the Naval Air Test Center at Patuxent River, Md., consider themselves at the garden spot of naval aviation. They are also pleased to remind anyone who will listen that their neighborhood has, for many years, been called "the land of pleasant living."

To make their point, they call attention to the countless waterways in their part of the country and to the woodlands of southern Maryland which make it a sportsman's paradise. For those who may once have shuddered at the less than abundant housing around Pax River, enthusiasts point to activities of commercial developers and to the government housing which has been improved at the Naval Air Station itself.

Actually, their Chamber of Commerce approach is well founded in fact. The area is not only rich in natural beauty but is also tied with local history. For example, portions of the air station were, in colonial days, the site of Susquehanna, the estate of Christopher Rousby, the King's tax collector. Rousby's house has since been transported to Dearborn, Mich., where it was restored by the late Henry Ford.

There is also the elegant 17th century house called Mattapany located where the Patuxent River empties into Chesapeake Bay. At the present time, it is occupied by the commander of the Test Center but Mattapany was once the home of the third Lord Baltimore. A document important to the establishment of Maryland's religious freedom was signed there.

THE STATION'S QUAINT CHAPEL was once the site of St. Nicholas' Church, a house of worship erected in 1795. Inside the chapel is a crucifix sculptured by Felix de Weldon who also executed the well-known Marine Memorial in Arlington National Cemetery de-

Challenging assignments and interesting duty in Maryland — Land of Pleasant Living

Far left: A Marine stands guard at the main gate at Pax River. Center: Aerial vista of the Patuxent River and Chesapeake Bay showing the station's 11,800-foot main runway. Above: The 17th century colonial home, Mattapany, an historic site.

picting the flag raising on Mt. Suribachi. Mr. de Weldon was himself a Navyman at Pax River during the 1940s.

A lot has happened around Patuxent River during and subsequent to Mr. de Weldon's hitch. It was, for example, at Pax River that the first U. S. jet-powered aircraft was tested. Radar mining, which was used in the Japanese home waters during World War II, and night fighter tactics, both were developed at Patuxent River. Radar fire control, radar tracking, field lighting and instrument landing techniques were all known to Patuxent River before they came into common use in the Navy.

So thorough was the testing of airplanes at Pax River during World War II that one leading combat aircraft underwent 19,000 design improvements at the recommendations of the test center.

But Pax River wasn't interested only in making U. S. equipment strong; it was also bent upon discovering the weak spots in the enemy's aircraft. Captured German *Focke-Wulf* 190, *Dornier* DO 335A, *Messerschmitt* ME-109F and the Japanese "Kate" and "Tony" aircraft were examined at Pax for vulnerability. Reports on weaknesses detected by the Pax River test pilots were passed on to the Fleet. The result: More enemy aircraft were biting the dust during the latter stages of the war than ever before.

FROM SUCH TESTING EVOLVED a test pilot training course and later the U. S. Naval Test Pilot School. Graduates of the school are on duty with research and development branches of all the armed services; many of its alumni have become astronauts. These include John H. Glenn, Jr., James A. Lovell, Jr., Charles Conrad, Jr., M. Scott Carpenter, Walter M. Schirra, Jr., Alan L. Bean, Alan B. Shepard, Jr., John W. Young and Richard F. Gordon.

Although Pax River no longer radiates the glamor of flyers who are now legend, the station has a new sense of excitement provided by today's engineering

Right: The German fighter Messerschmitt ME-109 was among captured enemy aircraft studied at Pax River during World War II. Center: The Navy's new air superiority fighter, the F-14A Tomcat, is undergoing extensive testing. Bottom: A comfortable, air-conditioned barracks houses 1000 enlisted men.

test pilot. His methods are much more sophisticated than those used by test pilots in days gone by but there is still a fascination and the varied inventory of planes being tested adds to this.

There are 30 different models with 74 different configurations in a collection of about 165 aircraft. Some serve as test beds for new systems while others have undergone modification and require extensive reexamination. At present, considerable attention is being focused on the F-14A which is the Navy's new air superiority fighter and the S-3A, the new carrier-based antisubmarine warfare aircraft. Both were subjected to carrier suitability demonstrations as part of the Navy's evaluation of both. Formal boards of Inspection and Survey service acceptance trials are scheduled for this year.

The Navy's new surface effect ships are also coming up this year for test and evaluation at the center. Two 100-ton vessels being developed under Navy contract, in fact, are scheduled to arrive at Pax this spring.

FOR THOSE WHO LIKE TO DWELL on the more down-to-earth aspects of how a guy lives while stationed at Patuxent River, the local enthusiasts point to the brick, fully air-conditioned dormitory complex that comfortably accommodates 1000 bachelor enlisted men. Married men and their families occupy an additional 300 modern apartments which have recently been constructed to bring the station's total family units to 809.

The command has contracted for civilians to operate the dining hall which comes complete with waitresses. Recently civilianized housekeeping jobs make living in the bachelor enlisted quarters even more pleasant than might otherwise have been possible.

Recreation aboard the station is geared for sportsmen. There's golf, tennis, hunting, fresh and saltwater fishing, oystering, crabbing, swimming, sailing, water skiing, camping and picnicking. Navymen stationed at Pax River can check out almost every conceivable kind of sports equipment including guns, rods and reels. Even powerboats and camper trailers are available to military families.

By the time the local Patuxent River enthusiast comes to this point in enumerating the installation's good points, he usually takes a deep breath and, with a mighty yank, pulls the motor of his powerboat into life and heads out in the Chesapeake Bay for some fishing. Anybody interested in learning more about the good points of the Naval Air Test Center and the Naval Air Station at Patuxent River, Md., is left to his own devices.

Above left: Countless acres of salt and fresh water in the Pax River area can satisfy fishermen of all ages. Above: Headquarters for local sportsmen is the Mattapany Rod & Gun Club which also promotes wildlife conservation. Below: Thick woods provide a rustic atmosphere for campers at the air station.

TEAMWORK, TRAINING, FORTITUDE:

That's Damage

Control

Facing page: Sailors attempt to stop up a ruptured pipe in the wet environmental trainer. Above: In damage control central, the phone talker has the vital job of relaying ship conditions to the commanding officer. Below: In boot camp, the recruits are required to take firefighting training, in simulated conditions.

IN PEACETIME, as in war, there is always the possibility that a Navy ship could sustain serious damage. That potentiality is something with which every seagoing man must live.

The danger of enemy action in time of war is, of course, ever present but there are also hazards such as fire, collision, grounding and explosion which are possible at any time. The job of coping with these perils in either peace or war logically falls to every man on board who is assigned to a damage control party.

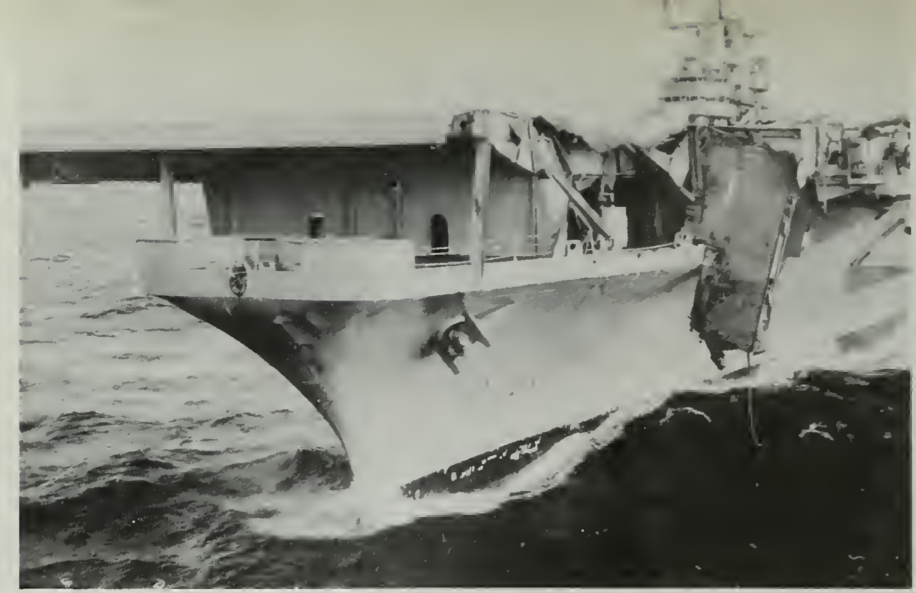
These parties, which are composed of men from many ratings, learn to work as a team through constant drills so that damage, which is usually unexpected, can be kept to a minimum. When trouble comes, every man assigned to damage control works to keep what may be a relatively simple mishap from turning into a disaster. He does this by repairing whatever harm has been done as quickly as possible.

IT TAKES ALMOST NO IMAGINATION to see that such jobs can mean the difference between a fighting ship or one that is a sitting duck at the mercy of enemy fire. In peacetime, too, the work of a damage control party can mean the difference between a damaged ship and one which capsizes, or the difference between a small fire or an uncontrollable holocaust.

Damage, even in today's increasingly automated Navy, is still not controlled by pushing buttons. It still takes men with guts who are quick to go into action to keep their ship afloat and fighting.

The Navy's damage control techniques developed by leaps and bounds during World War II, particularly in the Pacific. It is easy to trace the increasing effectiveness of DC parties from Pearl Harbor to the Battle of Midway. The ultimate in the art was reached during the war's final phases with the onslaught of the kamikaze pilots whose death dives in bomb-laden planes did incredible harm to our ships.

Most Navymen have at least seen World War II pictures of ships with bows sheared off, with great holes gaping in the decks and hulls, or lying low in



the water with their superstructures crumpled like so much tinfoil. That these ships were kept afloat taxes the imagination and that many were kept in a fighting condition seems a miracle of sorts. In many cases, the miracle was helped along through the skill of ships' damage control parties.

Let's take a look at the anatomy of damage control and how it functions. The nerve center of damage control is DC Central. On a big ship, it is manned by the damage control assistant, a stability officer, a casualty board operator and a damage analyst. There may also be representatives of fuel oil, electrical and ordnance groups, and telephone talkers who are often men from clerical ratings, to take and transmit information from and to the various damage control stations throughout the ship. They can use several communications systems to keep up the flow of information even though the ship is in pretty bad shape.

IN SMALL SHIPS, damage control central may simply be one of the damage control stations. Regardless of what or where it is, there are always alternates which can take over if DC Central is destroyed. There are also provisions for passing down the leadership of damage control parties.

If DC Central is the brain of damage control, the nerve endings are in the repair parties. There is one to fight damage in every part of the ship—a deck or topside repair party, a forward party, and amidships, propulsion and gunnery repair parties. Assigned to each party are men in ratings normally found in the area the party safeguards. For example, a propulsion DC party might have machinist's mates, machinery repairmen, boiler technicians, enginemen and firemen. It also is likely to have an electrical officer or a senior electrician's mate.

The jobs done by men engaged in damage control are myriad. The specialists in the field—the hull maintenance technicians themselves—spend a lot of time taking preventive measures. It is their job to see that watertight and airtight fittings such as hatches and doors are really tight. If they have done their job well, when trouble comes and water or fumes spread throughout the ship, the affected compartments can be isolated, thus preventing further flooding or minimizing the danger of explosion. They keep an eye on the ship's draft and correct it from time to time to maintain the ship's stability.

Hull maintenance technicians take soundings to see if dry spaces are really dry, or that spaces containing liquid don't contain too much or even too little, for this often produces danger in the form of too greatly increased free surface effect. If the ship lists after damage has been inflicted, spaces may have to be flooded to correct the ship's balance.

ALTHOUGH MANY NAVYMEN may spend their entire careers in the Navy without having to cope with battle damage, many have experienced the fury of a

Above: In 1959, high seas severely battered the forward flight deck aboard USS Valley Forge (CVS 45). Below: An A-4E Skyhawk is damaged aboard USS Oriskany (CVA 34) in 1966.

Above and right: At Navy Fire Fighting School in Norfolk, trainees battle a roaring blaze with foam and fog. Below: Use of an oxygen breathing apparatus (OBA) is essential in entering smoke-filled chambers. Bottom: In a simulation, a trainee is preparing to fight a fire while his comrade stands by to protect him with a fine spray from a special nozzle.

storm at sea and seen the awesome strength of wind and waves. There have been so many storms at sea which have damaged or grounded Navy ships that it is difficult to single out one as an example of the problems which confront damage control parties. Early in 1959, however, the men on board USS *Valley Forge* (CVS 45) experienced what might have been one of the more spectacular attempts made by the sea on the life of a Navy ship. The onslaught of the wind and waves brought into play all the training and teamwork its damage control parties could muster.

It was movie time aboard *Valley Forge* which was about a week out of Norfolk and the barometer was pushing down on 29.6 inches. The wind had hit 72 knots, whining through clusters of radar antennas and drowning the whistle blasts that emerged at clocked intervals. The seas ranged from 50 to 60 feet and *Valley Forge* pitched more than 85 feet.

All hands were repeatedly warned to keep clear of the flight deck, catwalks and all weather decks and spaces. During the third reel of the night's movie in the wardroom, the ship rolled violently to port then paused at 22 degrees. There was a slow vertical tremor as though the ship were riding over a series of timbers. Dishes crashed in the pantry and men braced themselves in their chairs. The beleaguered movie operator lunged toward the projector in time to keep it from skipping off the table. Just then, an announcement came from the bridge saying that the forward end of the flight deck had been carried away.

AT THE HEIGHT OF THE STORM, green seas broke over the flight deck and ripped loose a section of the port catwalk, hurling it across the catapults. Before the ship could recover from this blow, a second and much larger green sea struck. The port side of the flight deck, unable to withstand the second blow, gave way and an area extending 70 feet aft broke off in two sections. The larger section, partly sheared off, yet held fast to the deck though it was bent down. The smaller section containing the port catapult track, was severed completely and it hung by an unparted catapult cable and a bundle of electrical conduits. This section swayed freely, pounding the ship's side with each roll. It punctured the hull plating, exposing a stateroom, occupants and all.

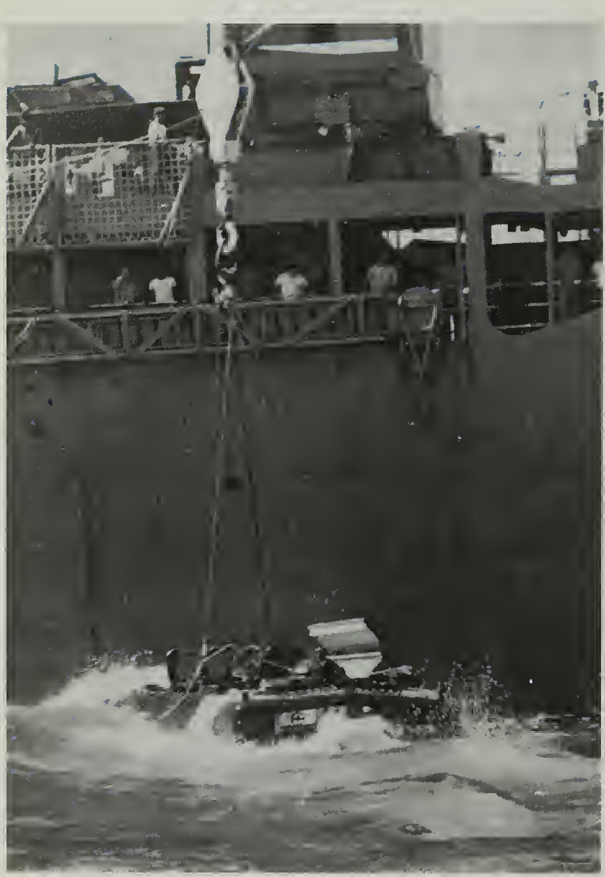
Meanwhile, strong gasoline fumes were detected on the hangar deck. Damage control took the precaution of lowering the number three elevator to provide ventilation during the search for fumes.

First decision which confronted damage control was what to do about the constant pounding of the broken-off flight deck section against the hull. If the cables holding it parted, the bare ends of the wires could start fires, particularly in the presence of gasoline fumes.

After studying the situation, however, damage control decided not to cut the section adrift and to trust the strength of the cables until daybreak. When the origin of the fumes was traced to fuel tank vents of aircraft on the hangar deck, about 10 gallons were drained from each tank eliminating that hazard.

Meanwhile, all electrical circuits in the forward area had been secured. This was important. (Not securing electrical circuits in the damage area is a common error in damage control exercises.) All compartments forward of frame 15 were evacuated.

The next morning, the storm was still going full



HEAVE HO!

A salvage ship 562 feet long may seem unusual but, when an LVT (Landing Vehicle, Tracked), sank in 50 feet of water off Vieques Island, Puerto Rico, the 562-foot USS *Portland* (LSD 37) was willing to try raising it. However, for a dock landing ship, there were several difficulties involved.

One lay in maneuvering *Portland* to a position where she could use one of her boat and aircraft cranes—a job which wasn't made easier by a tricky 17-knot breeze. Nevertheless, Captain John Josephson, *Portland's* commanding officer, coaxed his ship around so that her starboard crane was nearly over the sunken landing vehicle.

Meanwhile, divers from Underwater Demolition Team 21 embarked aboard *Portland* had opened the LVT's bow door and escape hatches to permit drainage when she was raised. They then put the vehicle in neutral and attached a lifting bridle to her. Final positioning of *Portland* over the sunken LVT was accomplished by heaving around on a large line running to the LVT from a power winch in *Portland*.

Although the LVT was ready to raise, it was still anybody's guess as to whether it could actually be saved. *Portland's* crane could lift only 50 tons and the water-filled LVT would weigh about 86 tons. The success of the job depended on whether or not the blast. Deck watches secured planes and equipment. Hull maintenance technicians found daylight showed much greater harm than had been suspected in the dark. The forward end of the flight deck was distorted to such an extent that the starboard catapult track appeared to be misaligned and the number one elevator was jammed in place. From a forward compartment, buckled plates could be seen and heavy steel beams were twisted.

As soon as it was light enough to work, a damage control party cut the catapult cable and conduits and the dangling smaller section of the flight deck was set adrift. Had the carrier been operating under wartime conditions, the flight deck would have been jury-rigged and the catapult repaired to keep the planes in operation.

When the wind had abated to a mere 35 knots, there were the usual stories—one to the effect that the clinometer in main engine control had pointed to 40 degrees. For damage control parties, however, such stories were unnecessary. It was quite obvious that they had been through one helluva storm.

As every navyman knows, the mastery of damage control is no accident. Men are instructed in its techniques before they ever go to sea and their knowledge is increased and sharpened by frequent drills so the prospective damage control party will know what to do when the situation is real.

Not only does the Navy deal with the kind of harm it has experienced, but it also teaches men how to cope with situations which have not yet been experienced such as atomic, biological and chemical attacks.

Damage control is the checkmate of disaster. It is to the credit of these parties that their efforts usually have been successful although they frequently work against odds which seem impossible. Time after time, DC parties have kept ships afloat and in fighting condition when many would have considered the situation hopeless.

—Robert Neil

LVT would drain sufficiently when she broached to permit the 50-ton crane to lift the vehicle enough to load on the waiting LCU 1641.

Finally, the vehicle cleared the water and dangled some 60 to 70 feet from the boom end by wire rope. The slightest roll by *Portland* at this point could turn the LVT into a ponderous pendulum. Fortunately, however, those tending the steadying lines of the LVT and the seamanship of BMC James Brant, LCU 1641's officer in charge, resulted in the massive amphibian being lowered safely to the deck of the landing craft.

—Story by LTJG William F. Young, USN.
—Photos by PH2 Brunner.

HAVE YOU CHECKED YOUR

NET WORTH BALANCE SHEET?

THE PRICE OF TEA IN CHINA may not mean much to you, but the price of meat in Seattle or Omaha or Atlanta is probably pretty important—especially if you are planning to live in one of the nation's metropolitan areas when you get out of the Navy. That's why the information that your local career counselor has could be very important to you and your future. (See also the Navy News Brief on this subject in the January 1973 issue.)

For instance, suppose that you went to a Navy school where you learned a lot about electricity, became an Electronics Technician (ET), and when your hitch is up, you might want to settle in a place like Dallas and work as an electrician or an electronics mechanic. If you have a family, you'll probably rent an apartment or house at first, but eventually you'll want to buy a place of your own.

IF YOU'RE LIKE MOST YOUNG FAMILIES today, you've done some planning for your future, and you may even know how many kids you want, what kind of home that's suitable, what you'll want to do in your spare time, and what kind of education you'll want to give to your children. But even if you've got that all figured, there are a lot of questions you haven't answered, such as:

- How much would I expect to be making in Dallas as an electrician?
- What kind of money would I have to spend if we live in a decent place and if we participate in our normal recreational activities?
- If we decide to have another child, how much is that going to cost in medical expenses?
- If I wanted to go back to school, how much money would I have to do that?
- What about other things like food, transportation, clothing, and furniture?

Maybe you thought that the answers to these questions aren't available. That's not true—they're all in statistics published by the U. S. Department of Labor, and your career counselor has adapted the information in a book called "Comparative Occupational Pay Briefs" especially for men and women in the Navy.

(See page 22 →)

Take a look at yourself.

Where are you now? You're a Navyman, maybe counting the days you've got left. But slow down a second, and count up what you've done with the past few years. Because that's where you are right now, and whatever you do next is going to be measured against it.

1. Why did you enter the Navy? Schools
2. What are your test scores?
GCT 68 ARI 65 MECH 53
CLER 55 SONAR 73 RADIO 82
ETST 76 SP ____ FLAT ____
3. Knowing your capabilities, how high did you expect to go when you came in the Navy? E-9 or officer
4. How high have you advanced to date? E-5
5. Are you in your desired career field today? YES
6. If not, what career field do you want? (Look into the SCORE Program)
7. What are you doing to qualify yourself in order to reach your goal in this field? Taking college courses and assignment at Navy Schools as time allow

Money's a big thing. In fact, it's the biggest factor in most decisions to leave the Navy. Taken at face value, there seems to be a world of difference between Navy pay and civilian pay.

On the face of it, what is your income now? You are now making monthly:

ETR2(SS)
E-5
over 3 yrs

Basic Pay	$ 438.90
Pro-Pay	$ —
Sea-Pay	$ 16.00
Submarine/Flight Pay	$ 70.00
Other Hazardous Pay	$ —
Total Taxable Pay	$ 524.90
Less Income Tax and Social Security	$ 95.71
Total	$ 429.19
Plus Nontaxable Allowances:	
Subsistence	$ —
Quarters	$ 138.60
Clothing	$ 4.50
Total Allowances	$ 143.10
Total Net Pay	$ 572.29

Commission bound.

The top of the enlisted ladder . . those "bars of gold" are another . . . an reach of the ambitious. Several paths to open to you:

The Naval Academy
Warrant Officer's Program
Limited Duty Officer Program
Officer Candidate School
Navy Enlisted Nursing Education Program
Aviation Officer Candidate Program
Navy Enlisted Scientific Education Program
Navy Enlisted Dietetic Education Program
Medical Service Corps Program

Check the pro Navy assures you of this oppo

How high a Navy educat

The Navy offers unlimited edu for off-duty study at the high school, college level.

FIRST, the United States Armed (USAFI) Correspondence Courses.

List USAFI Courses you would li

About those "frin

In civilian life, emp so-called "fringe benefits The military has sometimes them in order to compare m matter of fact

Your family comes with the Navy, too.

We've talked about w compared to civilian life. But, l man, his family comes first. M provide some sort of protection contribution on your part. And e rograms are often necessary.

When you plan a Navy ily is provided for! Consider

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e secret of care

It's really no secret a cret that Navy-trained m employers than those of any you've already received civ

But, there's only o education, and that's in th Navy training and educa expect further education full advantage of the Na a full career, can expec of his civilian counterp

List your Navy educa

Service Schools Atte

Don't forget the bonuses.

Reenlistment bonuses are too big to overlook. The average Navyman draws substantial amounts in bonuses unused leave and allowances during his career. Check your Career Counselor for eligibility, then compute your own bonus. Multiply one month's basic pay by the number of years of your new enlistment. If VRB eligible, multiply reenlistment bonus by VRB multiple.

Reenlistment Bonus 6 Years	$ 2,000	Other* 1,755	4 yrs.
VRB 2	$ 5,266	Other 3,511	
Accrued Basic Pay	$ —	Other —	
Accrued Leave 30 days	$ 439	Other 439	
Leave Rations	$ 58.50	Other 58.50	
1200 miles Travel to Home (6¢ a mile)	$ 72	Other 72	
TOTAL	$ 7835.50	5835.50	

*Different length of enlistment

Where do you go from here?

It isn't hard to predict the change of income you will have as a Navyman. You can progress just as fast as you qualify, and the Navy wants men to move up fast. The average career Navyman makes Chief in 13 years. But, a lot make it a lot sooner.

After Next Promotion You'll Make:

E-6
over 4 yrs.

Basic	$ 518.10
Pro-Pay	$ —
Sea-Pay	$ 20.00
Submarine/Flight Pay	$ 80.00
Other Hazardous Pay	$ —
Total Taxable Pay	$ 618.10
Plus Nontaxable Allowances (Page 5)	$ 156.60
Less Income Tax and Social Security	$ 106.10
Total Net Pay after next Promotion	$ 673.10

After Second Promotion You'll Make:

E-7
over 8 yrs.

Basic Pay	$ 627.00
Pro-Pay	$ —
Sea-Pay	$ 22.50
Submarine/Flight Pay	$ 95.00
Other Hazardous Pay	$ —
Total Taxable Pay	$ 744.50
Plus Nontaxable Allowances (Page 5)	$ 168.60
Less Income Tax and Social Security	$ 116.50
Total Net Pay after Second Promotion	$ 796.60

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elow:

USING THE INFORMATION in this book, your career counselor can figure your Net Worth Balance Sheet—that is, if you know what you want to do and where you want to live, he can give you a pretty good estimate of how much it's going to cost you and how much you can expect to make.

He can also tell you about things you may not have thought of—like taxes, occupational expenses and furniture. Average payments for insurance and other expenses are included. There are a lot of things you think you'll just worry about when the time comes, but it doesn't have to be that way.

A career counselor's job is to persuade people to stay in the Navy, and your career counselor is no different in that respect from his contemporaries. If you give him half a chance, he'll give you a pitch about staying in.

But if you go to see him about your Net Worth Balance Sheet, he'll have more than just a retention pitch. Not only can he show you what you can expect to be making and spending if you become a civilian, he can also draw you a pretty complete picture of the same things if you decide to consider staying in the Navy for a career.

For instance, take the guy who wants to be an electrician in Dallas. A career counselor can tell when he can expect to make chief, how much nontaxable income he will be making, plus answers to a lot of other questions.

Then, of course, there are a lot of things he can't figure exactly but things he can point out. The man and his family may never have a sick day in their lives, but the odds are certainly against it. How much then should he count on paying in medical expenses? If he's a civilian, a career counselor can check his book and tell. If he's in the Navy, he doesn't have to check anything. He can tell you straight out—nothing.

IF THE MAN WANTS some more training, or even if he wants to work on a degree not related to his Navy field, chances are the Navy can come through. Recreational expenses, travel expenses, legal expenses, retirement funds—any one of these can cost a small fortune in civilian life. In the Navy, the expense is practically nonexistent.

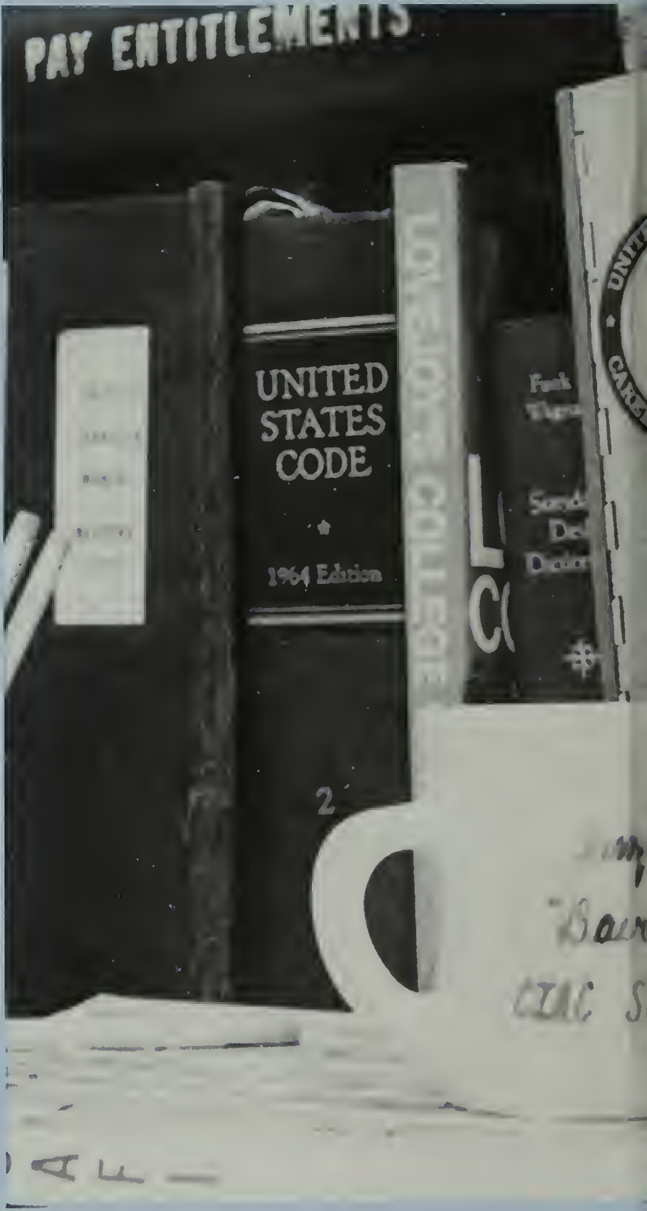
Finally, all of what a man will be doing in civilian life is based on the assumption that he will have a job. With the current state of the economy what it is, there's no guarantee of that. The story in the Navy is a different one—job security is almost absolute.

The men who have helped set up the Net Worth Balance Sheet—those in the Career Counseling Branch of the Bureau of Naval Personnel—say the figures the career counselor has are aimed at helping a man see into the future with a much clearer focus than he thought he could have.

"WE JUST WANT A MAN TO THINK about what he is doing," says Senior Chief Yeoman Darrell L. Bashor, a member of the career counseling branch.

"Most of the guys who talk to their career counselors are already dead certain that they want to leave the Navy when their time is up. They haven't thought about it that much, but they're sure that's what they want."

Chief Bashor says most of the people in the Navy have no idea what they are making and little idea what they are spending their money for. For instance,



he says, "How much are you paying in taxes? I'll bet if I lined up ten men and asked that question, not more than one of them would be able to tell me exactly how much he's paying in taxes."

According to Chief Bashor, many of the monetary benefits a man or woman has by being in the Navy are largely invisible. These include medical expenses, commissary and exchange privileges, travel allowances, low cost insurance, and legal fees.

"The person who has made up his mind to get out of the Navy—no matter what—probably hasn't considered all of these things," Chief Bashor says. "A man who gets out of the Navy and goes into a civilian job may, in fact, make more money, but his chances of actually coming out ahead are slim. His expenses and his taxes are going to be much greater."

A complete, clear picture of the financial future—not just an impression of it—is what Chief Bashor and the other career counselors in the Navy are trying to draw with their Net Worth Balance Sheets.

Actually, the information for the Net Worth Balance Sheets has been around for a long time. Several years ago a career counselor had access to the statistics, but there weren't very many people who asked him about them.

Now, however, with a continuing emphasis being placed on retention, the Navy is asking each career counselor to become more familiar with the Department of Labor figures and how to use them. The cost-of-living figures that the career counselor has, it should be pointed out, represent an estimate of the average income and expenses of the family budget. They do not, for example, take into account a certain family's special desire to save or possibly to spend more money than it has immediately at hand.

The figures in the "Comparative Occupational Pay Briefs"—the source that the career counselor uses—do not have a comparative standard for all of the ratings in the Navy. Some of those omitted include Journalist (JO), Musician (MU), Photographer's Mate (PH), Personnelman (PN), Signalman (SM), and Yeoman (YN). The reasons they have been left out vary, but generally they are because such jobs have no counterpart in the civilian world or the income from one of those professions may vary greatly even within the same location.

Also, some construction jobs have not been included because, while some of these jobs pay very well, no wage studies have been conducted on them. They also may vary greatly within the same location, and the availability of construction jobs may depend on unions, the economy or the weather.

Most of the rates in the Navy are included in "Comparative Occupational Pay Briefs," and your career counselor should have little trouble in determining your projected income and expenses if you have an idea of what you want to do and where you want to live. A lot of the answers about your future—answers you probably didn't know existed—are there for the asking.

—JO2 Jim Stovall

Taking care of our own - dependent education

Going to School in the Atlantic

THERE'S A MAN IN WASHINGTON who runs a school system consisting of only eight schools and just 5000 students. Its mission, he says, is "to maintain a school system which provides educational opportunities for students in kindergarten through grade 12 and to assure that these educational opportunities are of high quality and are comparable to the better school systems of the United States."

That doesn't sound too unusual coming from a school superintendent.

What makes this man and his staff unusual is that they are employed by the United States Navy, and their school system—small as it may seem—is spread out over thousands of miles of the Atlantic Ocean, from Iceland to the West Indies.

The man is Dr. C. K. Anderson, and he heads the Dependents Education Office (Atlantic). According to the Department of Defense Dependents Education Office, the world is divided into three parts—the Pacific, Europe, and the Atlantic. DoD has assigned each of the military departments the responsibility of running the dependents' schools in one of these areas: the Pacific to the Air Force, Europe to the Army, and the Atlantic to the Navy.

The Navy's system is the smallest of the three, enrolling only 5000 students in eight schools—Azores, Bahamas, Bermuda, Cuba, Iceland, Labrador, Newfoundland, and West Indies. Being the smallest of the three divisions, of course, doesn't reflect the quality of the schools of DEO (Atlantic). Maintaining adequate educational facilities for American students in an overseas area is never a small task.

THE PURPOSE OF DEO (Atlantic), according to Dr. Anderson, is threefold—to organize, administer and supervise the total educational program of all dependents in the Atlantic area; to provide consultant services to school professional personnel on the educational program; and to develop an effective program for in-service training.

"We encourage creative thinking and teaching in our schools," Dr. Anderson says. "This philosophy has created environments for team teaching in the Bahamas and West Indies, the open classroom in Cuba and Iceland, the upgraded intermediate in Newfoundland, the transition classes in Bermuda and Cuba, and individualized instruction and cooperative teaching in all our elementary schools."

The high schools, he says, offer work-study programs including data processing, automotive maintenance, radio/TV, newspaper and print shop operations, secretarial practice, dental assistance, and switchboard operation.

"We are also proud of our well supplied library media centers and the team approach to the pupil personnel services program," he adds.

ONE OF THE OVERALL OBJECTIVES of DEO (Atlantic) is to recreate the American classroom in a foreign area. The successful efforts of the staff, teachers, students and others connected with the school can be demonstrated by the fact that all of the high schools are fully accredited by the North Central Association of Colleges and Secondary Schools.

There are problems and advantages to being in a foreign area, however. Getting top quality teachers is a problem that is common to almost any school system. The teachers for the Atlantic area must not only be adequately trained but must also be willing to live in an environment, far away from home, to which they are not accustomed. Teachers are obtained from a central recruiting agency under the supervision of the Army, and according to Dr. Anderson, the teachers in the Atlantic area are younger and their training is a little above the average of most American public school systems.

BEING IN A FOREIGN ENVIRONMENT can have its advantages, too. Mainly, the children attending these schools have an opportunity actually to see a foreign country and observe some of the ways in which its people live.

To facilitate this, Congress has authorized the Host Nation Cultural Program, which provides for the hiring of a local citizen as a teacher in the school. This person serves to train the American children in the culture, geography and history of the nation in which they are living. Field trips and some language training are often common elements of this program.

Dr. Anderson says that all but two of the schools in the Atlantic area have a host nation teacher, and he termed the program as "quite successful."

The work-study program is another which is receiving a lot of emphasis this year from DEO (Atlantic). For instance, in the school in the Azores, there are some 36 students working in such diverse places as the power generator, radio control tower, dental clinic, legal office, X-ray laboratory, and security police station.

At the Roger B. Chaffee High School in Bermuda, some 10 students not only spend two to three periods a day working as trainees for office clerks, secretaries, shipping clerks and aircraft maintenance staffs, but they also spend one afternoon a week receiving occupational information and sharing their individual work experiences with each other.

MUCH OF THE SAME THING is happening for the 14 students enrolled in the work-study program at the William T. Sampson High School in Guantanamo Bay, Cuba. Besides working in a variety of military and civilian jobs around the base, the students are also participating in a related studies course which helps them train for their jobs and provides additional information and exposure to possible future careers.

Work-study is only one of a vast number of programs which have been established in the schools in the Atlantic area. Others include the use of paraprofessional teacher-aides—who can help an overworked teacher or a child with a special learning problem—in the Azores; a remedial reading program for children in Cuba; a special health education class in Labrador; or a boys' home economics course in Newfoundland.

An important point to remember about the dependents' schools around the world is that they are open to all DoD dependents, no matter to what branch of service their sponsors are attached. For instance, the child of an Army sergeant stationed in Newfoundland would certainly be eligible to attend the Navy's school there, just as the child of a Navy petty officer serving in Japan would attend the dependents' school run by the Air Force.

The eight schools run by the Navy in the Atlantic vary in size and offerings according to the number of students they must serve. A brief description of each and its location follows:

Azores

ONE OF THE LARGEST in the Atlantic area, the dependents' school in the Azores has an enrollment of approximately 1200 students from kindergarten through high school. When the population was smaller, a one-story elementary classroom building was dedicated in 1959, but now the elementary students are using two other areas of the base.

The pride of the Azores dependents' school is the $800,000 high school which is one of the finest facilities in the Atlantic area. It is equipped with several laboratory classrooms, a gymnasium with stage, a library, and an additional building which houses a new vocational education center, a library media center and a band room.

Such a well equipped school is a necessity since travel off the islands is difficult. Lisbon, Portugal, can be reached only by a three-hour plane ride or a three-day boat trip. The climate features a variety of sun, wind, rain, and cold—all of which can occur in the same day.

Bahamas

THE SMALLEST of all the schools in the Atlantic, the Bahamas dependents' school has a three-teacher faculty and a total of only 37 students enrolled. The teachers are responsible for students in kindergarten through grade 8, and the high school students are supervised in their study of University of Nebraska correspondence courses.

The Chester W. Nimitz dependents' school is housed in the middle of the island of Eleuthera, in a building originally used as a missile trajectory measurement site. The building consists of three large classrooms, a library, teachers' lounge, office and book storeroom. The accordion walls between two of the classrooms provide excellent opportunities for team teaching, and the large amount of space available enables students to move about in completing their day's assignments.

The Bahamas, of course, are known for their semitropical climate and clear waters. For the past 50 years the islands have had an average temperature of 70.6 degrees, and the recreational possibilities are almost unlimited.

Bermuda

LIKE THE BAHAMAS, Bermuda is part of the British Commonwealth and has a climate which beckons tourists from around the world. The dependents' school—with a staff of 47 and 562 students—is housed in two buildings on the naval air station there.

The high school is a two-story classroom building with a carpeted library, a cafeteria, and special rooms for fine arts programs. The elementary school—dedicated in March 1969—contains air-conditioned classrooms and separate rooms for speech and hearing, physical education, special education, music, art, and a library media center.

Guantanamo

SINCE THE UNITED STATES severed diplomatic relations with the Cuban government in the early 1960s, the dependents, as well as the military personnel, have been unable to travel anywhere on the island. Consequently, the base at Guantanamo Bay has developed into a city unto itself, serving all of the needs of its residents. A recreation program offering a vast variety of sports and hobbies—most of them free of charge—has been established.

Guantanamo is the oldest Navy base outside the U. S., dating back to 1903, and it has one of the longest running dependents' schools. Established in 1941, it was in session only five months before the U. S. entered World War II and the school had to close. In October 1945, the school reopened with 45 students and five teachers, and both of those numbers have grown steadily ever since. The school was closed in October 1962 during the Cuban missile crisis when all dependents were evacuated. It reopened when the crisis subsided in December, and today there are approximately 1150 students and a total staff of 70. ———→

Iceland

Known as "the land of fire and ice," Iceland is famous for its hot springs, glaciers, beautiful mountains, fjords, and earthquake activity. It is also strategically located in the middle of the North Atlantic sealane, and the maintenance of the U. S. Naval Station is a major advantage for U. S. forces.

Serving some 1000 students and a staff of 60, the Alfred T. Mahan dependents' school in Keflavik is located on two parts of the base. Both elemenetary and high school buildings are one-story concrete structures. The primary rooms have a sink and most have a restroom, and each room can be equipped with a record player, overhead projector, slide and filmstrip projector, film loop projector and previewer. Listening centers, tape recorders and films are also available.

The $2.5-million junior-senior high school has recently added 16 classrooms and a multipurpose room, library, music, art, and science rooms to the educational facilities there.

Labrador

The Goose Air Base in Labrador was established in 1941, but the dependents' school there didn't begin until September 1956. It started with 18 staff members and 108 students and today it has more than tripled its original size. The high school, which has been accredited since the second year of its existence, moved into a new building in August 1968 where students have the use of a gymnasium, auditorium, library, science laboratories and rooms for art and music.

Unlike the climates of the more southern Atlantic areas, the summer in Labrador is short, and snow covers the ground from October to May. The location offers a fantastic view of the Northern Lights but, as a whole, Labrador remains largely uninhabited and undeveloped, much as the Great Ice Era left it thousands of years ago.

Newfoundland

The U. S. Naval Station in Argentia is located about 80 miles south of St. John's, the capital of Newfoundland Province, in the northernmost ice-free port in the Atlantic. Like the base in Iceland, this naval facility is vital to the strategic forces working in the North Atlantic area.

The Arthur L. Bristol School, which houses 16 teachers and 172 students, is located near the housing area on base. Serving all the grades from kindergarten to the 12th, the school offers large classrooms and ample equipment and facilities. Creativity is one of the mottoes of the staff there, and new courses and programs are constantly being considered and put into practice.

West Indies

At the opposite end of the Atlantic school system is the dependents' school at the U. S. Naval Facility on the island of Antigua in the West Indies. The school is the newest in the system and opened last August with three teachers and 49 students.

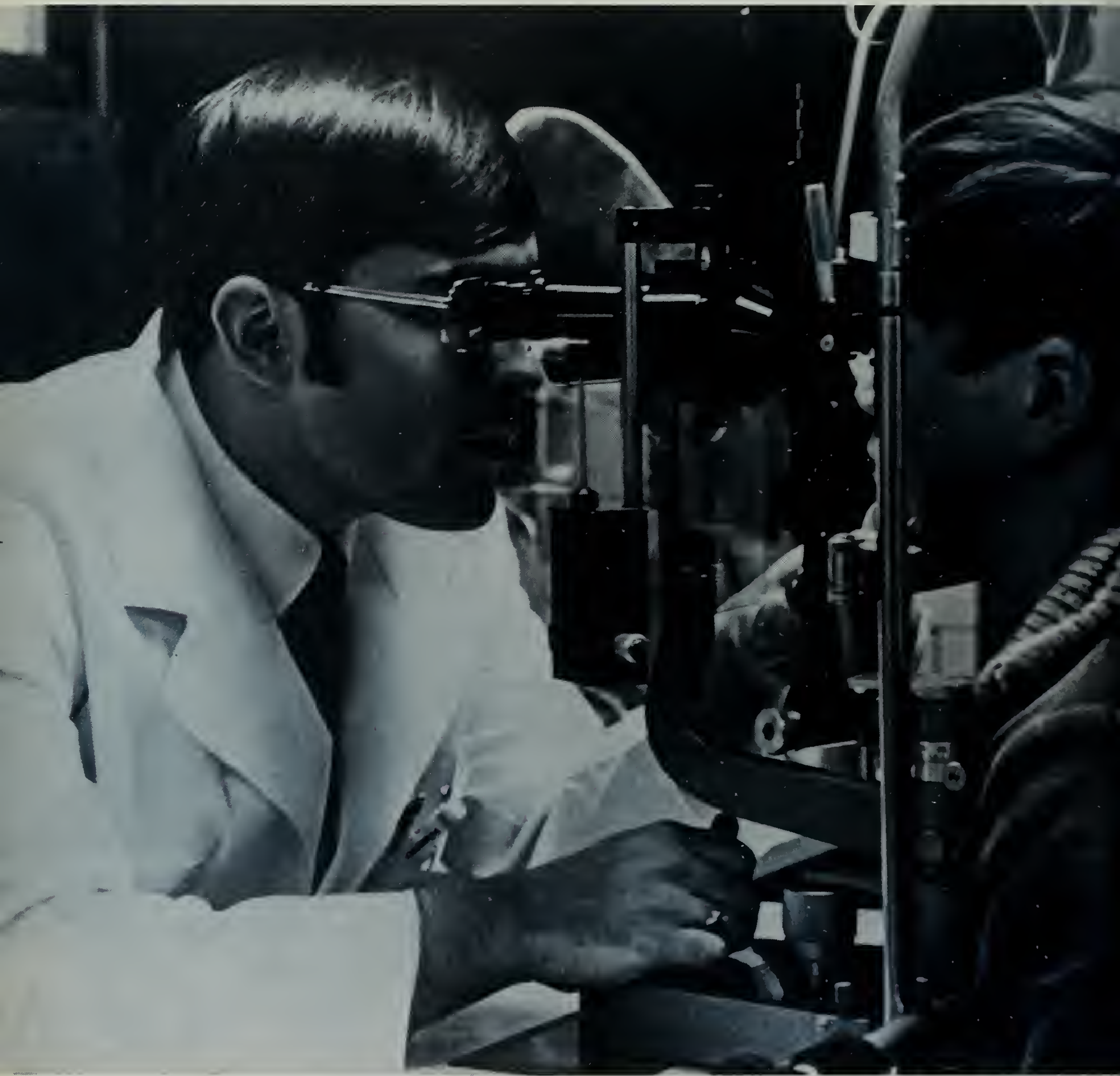
The size of the school permits cooperative teaching and individualized instruction. Even though the school is in its first year, it has much of the equipment available in other schools including a 900-volume library and numerous audiovisual and other teaching aid equipment. The building in which the school is housed has three large classrooms, a library and teachers' lounge and bookroom.

A lot can be said for the West Indies climate, but the best indication of it is that tourism is growing into the number one industry of the area. Base recreational facilities include a snackbar, library, lighted tennis courts, basketball court, volleyball court, softball diamond and an indoor and also an outdoor movie theater.

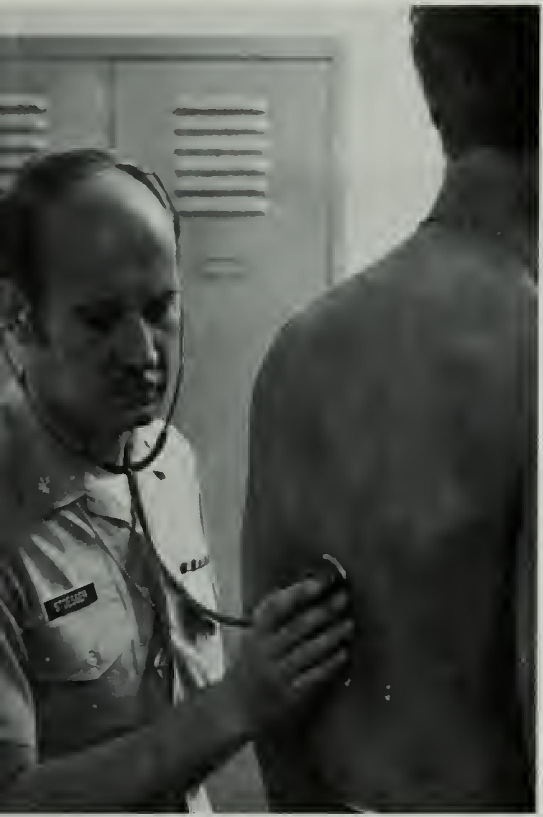
—JO2 Jim Stovall

NAVY HEALTH CARE

Looking For Better



Ways To Serve



The following report on Health Care Services in the Navy was written by the Service's 25th Surgeon General, Vice Admiral George M. Davis. After completing more than a third of a century in the field of Navy Medicine, serving in all parts of the world, he won the Distinguished Service Medal for his outstanding performance of duty. Admiral Davis just recently retired.

WHILE LOOKING FOR NEW AND BETTER WAYS to provide health care, it became apparent that many of our Navy members and their families were not being fully informed of the numerous efforts taking place to improve health care services throughout the Navy. Because good health care is so important to all of us and because these efforts will directly affect our ability to provide you or your dependents better health services, I have outlined some of the major programs below.

Before discussing what is being done to improve Navy health care services, I want to talk about our present system.

Few people realize that our Health Care Delivery System (HCDS) is one of the finest in the country. This does not mean that we do not have problems or that there is no need for improvement. Any system dedicated to providing health care to over 2.5 million people worldwide is apt to have problems.

IN SPITE OF THE FEW SHORTCOMINGS we are working hard to eliminate, the Navy HCDS in which you and your family receive care is second to none. A study, completed in 1971 by the Westinghouse Electric Corp. and Arthur D. Little Co., Inc., found that "generally," the military health care system is "excellent," that the Department of Defense medical care organization comprises "one of the most comprehensive health care systems in the world."

What does this mean in terms of health services for you and your family? It means, should you or any eligible member of your family require extensive or routine health care, regardless of where you are located, it will be provided. More importantly, this care will be provided by professionally competent physicians who are certified in specialties by civilian medical boards—supported by diversified teams of fully trained and skilled allied health and paramedical personnel, many of whom are actively sought after by the civilian medical community.

Also these physicians and support teams providing the care have the latest medical equipment and supplies at their disposal.

There is virtually no limit to the scope of care that will be provided, regardless of the expense, i.e., number of clinical procedures, tests, evaluations, consultations, amount of drugs, blood, etc. Aeromedical evacuation is available, if necessary, to move you or your dependents from any point in the world to specialty treatment centers.

Above: Using automatic dialing cards, patients can make appointments with greater ease.

I KNOW THERE IS A TENDENCY to compare the Navy's ability to deliver health care with that in the civilian community.

This is difficult, principally, because there is no health care system, per se, in the civilian sector of the scope or magnitude of the Navy system. The Kaiser Permanente Medical Care program comes closest to being such a system, but it does not cover the wide geographic areas, nor does it offer the scope of services or programs the Navy system does.

For instance, you have 38 naval hospitals at your disposal. Thirty are in the U. S., four in the Pacific area, and four in the Atlantic area. Each hospital has a given level of health care capability.

AS AN EXAMPLE, some are equipped and staffed for open heart surgery, others for brain surgery, plastic surgery, organ transplant, radiation therapy, artificial limbs and eyes, blood diseases, and other specialized clinical procedures. All of our larger hospitals have modern "intensive care units" staffed and equipped to provide concentrated specialty care to very seriously ill patients.

Also, our larger hospitals have "cardiac care units" designed and equipped to monitor and treat complicated heart conditions. Our smaller hospitals have these units in varying degree depending on the needs of the patients they serve.

We receive accreditation for our hospitals from the Joint Committee on Accreditation of Hospitals, a civilian organization which monitors the professional competence of all hospitals in the United States. The certificate of accreditation is meant to convey the fact that a hospital, its administration, and its staff have demonstrated excellence, have accepted "outside" appraisal and have demonstrated conformance with nationally accepted standards.

OUR HOSPITAL SYSTEM IS COMPLEMENTED by regional medical clinics and dispensaries, located throughout the United States and the world. Many of these clinics and dispensaries are comparable in staff and capability to small general community hospitals. Additionally, operational medical support units are located aboard ship and with the Fleet Marine Force.

The Navy Health Care System, therefore, has essentially four levels of care available:

- operational medical units;
- well-equipped and staffed dispensaries;
- small- or medium-sized hospitals serving a local area; and
- large specialized hospitals.

No group in the civilian community has such a large, well-coordinated health care delivery system at its disposal.

I MENTIONED EARLIER that our health care delivery system is not without problems. This fact has been recognized, and with the support of the Chief of Naval Operations and the Secretary of the Navy, we are taking steps to solve these problems and provide you even better health care services. While looking for problem areas, numerous studies and evaluations repeatedly concluded that:

> **"The quality of care a patient receives in the Navy Health Care Delivery System once he/she gets to a doctor is, on the whole, excellent to outstanding."**

This fact is borne out by the many letters I and commanding officers of our treatment facilities receive from grateful patients. I would like to share part of the contents of several of these letters which are representative.

THE FIRST IS FROM NAVY PARENTS and concerns the care their son received in one of our hyperbaric (pressurized oxygen) chambers. The Navy, by the way, is one of the few health care delivery systems that have these sophisticated chambers and our chambers are made available to the civilian community in emergencies. The parents said:

"Our son . . . is now on his way to full recovery, after suffering brain damage. We sincerely feel that had (he) been denied the use of the hyperbaric chamber, he would not have survived.

"Not enough can be said about the thoughtfulness that the nurses and corpsmen in the hyperbaric chamber and intensive care unit extended to (our son). The corpsmen executed extreme care and gentleness in handling not only our son, but other patients. We know this because we 'spent' 43 days observing their duties."

The next letter is from a retired member who had hip reconstruction surgery performed by a young Navy orthopedic surgeon in a naval hospital. The surgeon was under a fellowship with a renowned civilian hip reconstruction surgeon. Only a relatively few outstanding medical centers in the United States are doing this procedure:

"I . . . retired in 1963, and since that time suffered from degenerative osteo-arthritis of the right hip. During that period my leg atrophied, lost one inch in length. All this was accompanied by pain varying from moderate in the early 60s to a constant severe pain this past year with a marked decrease in mobility.

"The physician's evaluation at the naval hospital resulted in my being provided a total hip replacement. The operation was successful.

"At all levels, I noticed a real concern for the patient. The obvious interest of the nurses in their patients resulted in very personal and tender care. The skill and dedication of the physicians and the way in which the patients and their families are kept informed allow for no credibility gap."

A letter to the commanding officer of one of the naval hospitals states:

"During my recent hospitalization in your hospital, I was struck by the high quality of care of all types consistently given by persons under your command. This letter is to confirm to you my recognition and admiration of the high standards exhibited.

"The men and women of the ward who cared for me during my recovery and subsequent hospitalization each continually exhibited an attitude of real and deep-seated attention to the needs of the patients combined with professional expertise, unfailingly and without exception. Magnifying the high quality of their care was the obvious fact that they really cared."

Yet another letter from a member whose wife delivered their first child in a naval hospital is quoted in part:

"People are sometimes very quick to criticize naval medical care. I would like to take this opportunity to show the other side of the coin as it happened to my family.

"The care and treatment my wife received during and after her pregnancy was nothing less than outstanding. The chief (of the hospital's OB/GYN Service) personally convinced me of the value of my medical benefits. It is difficult to imagine better services at any level."

I DO NOT MEAN TO IMPLY by the above letters that we do not have an occasional problem once a patient gets to the physician; we do!

However, getting into our system, and to the doctor through our outpatient clinics, is where you and your dependents encounter most of the problems and frustrations. It is here you may experience long lines, overcrowded, austere, drab and unsightly waiting rooms, and clinics dispersed throughout the treatment compound. This dispersion often requires walking long distances through a maze of hallways, over-inclining ramps, climbing numerous steps to go from one clinic or ancillary service on one side of the treatment facility to another on the opposite side.

The outpatient service area may not be aesthetically pleasing. Additionally, there is a good chance that it was constructed many years ago for treating mass numbers of male patients; consequently, it probably does not have functionally suitable accommodations for treating women and children. It is about this area that our staff and patients complain the most.

Above: The Central Appointment Desk answers the card dialing appointment phones.

A majority of the strained relations stem from frustrations, misunderstandings, and communications breakdown fostered by such overwhelming undesirable conditions. Because of these conditions our patients believe they are receiving second class care. Conversely, our staff personnel are dissatisifed with the professional environment in which they must work.

WE ARE LOOKING AT ALL OF OUR PROBLEMS and with the earnest support of the Chief of Naval Operations and the Secretary of the Navy, we are identifying and correcting them. We have been fortunate in that the present CNO and his predecessor have backed the Navy Medical Department 100 per cent in their programs for improving health care. However, since health care programs must compete with other necessary programs of the Navy for people and money resources, several of our corrective actions may not be completed as rapidly as all of us would like.

To find better ways to provide health care services, in a time of declining resources, it is essential that we achieve a more effective and efficient use of staffing and money. To do this we are applying new programs and reorganizing our Health Care Delivery System.

In this regard, many of our programs are ongoing, some are in the pilot stage and others are new proposals which require funding and testing, and are years away from an operational status.

Regionalization

ONE OF THE MOST FAR-REACHING and innovative efforts to improve health care services is our recently implemented Regional Medical Center concept. This is a great step forward for both the patients and the staffs who serve them. For the first time in naval history, the majority of Navy medical facilities (i.e., ashore hospitals, dispensaries, and clinics) in a geographic area have come under the command of a single medical director.

The regional medical director will provide a single local responsible authority for immediately resolving complaints, deficiencies, and other problems relating to medical care, resources, and facilities.

This regional concept will permit expanded and improved health care services for all of our patients, improve patient and staff satisfaction, and better enable us to utilize our limited medical resources in a specific area. With the approval of the Chief of Naval Operations this new approach to the delivery of health care was initiated in the Portsmouth, Va., area on 1 Jul 1971 and, because of its success there, 29 more areas have been regionalized as of 1 Jan 1973.

Among the innovations planned are:

- realignment of patient care responsibilities;
- extended hours of operation at selected facilities which will allow "working wives" and others to come in the evening;
- expanded medical specialty services at selected dispensaries (which will in many cases save the patient a trip to the hospital to see a specialist);
- improved medical records management; and
- extending the professional capability of the physician through modern diagnostic and treatment support systems to allow him more time with the patient.

The objective of regionalization is to bring together the bits and pieces of health care components into a system which relates operationally and professionally, thereby improving our ability to provide you and your dependents the best possible care.

I want to reemphasize that without the full support of the Chief of Naval Operations, this new approach to the delivery of health care services would not have been possible. The scope of these centers is unprecedented in the civilian sector. However, our civilian counterparts are now studying them and, in some sectors, have implemented this approach.

Family Practice Clinics

ONE OF THE ITEMS most frequently commented on by patients is the problem of not being able to see the same physician on each visit. In this regard, the American Medical Association—in 1969—created medicine's 20th primary specialty, Family Practice. This move recognized the increasing public demand for a physician who could provide comprehensive and continuing responsibility for the patient and his family, regardless of age.

Since we recognize a similar need for our Navy family units, we have started this new specialty of Family Practice Clinics/Services at selected facilities and are studying their future potential, their cost and their acceptance by patients.

This program, in its optimal form, would have entire families (including the active duty member) assigned to a primary physician who would be contacted first when any member of the family needed care from this "private Navy physician" including outpatient and inpatient care with appropriate referral when a specialist is needed.

How is this "new" type of care being received by the patients? I believe a letter I recently received describes it well.

"We would like to take this opportunity to write a letter of praise about the newly established Family Practice clinic at the Naval Hospital . . . . Words cannot express what a success we think it is . . . . I respectfully request that this note be posted so that everyone remotely connected or concerned with this project be made aware of how our family, and others I have talked to, feel toward this giant step forward in caring for active duty and retired personnel."

This personal approach to health care will be, as much as limited resources allow, expanded in the future and updated as new techniques are developed.

Improved Appointment Systems

To further smooth the way for our patients in "getting to the physician" we are improving our appointment systems. This need was evidenced by the expressed frustration of patients attempting to call for appointments and encountering a busy signal.

To meet this problem, central outpatient telephone appointment systems are being installed in certain hospitals. The systems basically include telephone equipment similar to that used for airline and other large customer services. Automated telephones allow for stacking patients' calls in the order placed; prerecorded messages advise patients on the status of their calls and indicate when appointments can be made.

A word of caution here. Improved telephone appointment systems will not shorten the waiting period for a *routine* appointment with a specialist. As is now the case, waiting time for appointments will continue to depend on the number of specialists available and the demand for their services.

Better Management Systems

The changing patterns of health care delivery and the shortage of health professionals are requiring new and innovative approaches in the management systems. For example, central dictation and transcription concepts for preparing outpatient treatment records have been successfully applied at three naval hospitals. Plans are underway for installing outpatient dictation systems in all hospitals and large dispensaries.

These systems relieve doctors of the laborious and time-consuming task of preparing, by longhand, records and forms documenting outpatient care and treatment. This permits them to see more patients which hopefully will reduce waiting times in busy outpatient departments. Additionally, the quality and legibility of outpatient treatment records are greatly improved.

Nutrition Clinics

The role the hospital-based dietitian has had in the past primarily focused on the delivery of diet therapy to the patient confined to the hospital. The outpatient was referred to the clinical dietitian by the medical officer when this treatment adjunct was necessary.

This system was at best frustrating to both patient and dietitian in that the dietitian was out of the beaten path of outpatient care. Several of our larger hospitals have now provided for a Nutrition Clinic within their outpatient service framework.

The service is now provided at the location of the primary provider of health care, the physician. In addition to making the service more accessible, programs have been established to provide nutrition information to groups such as prenatal, diabetics, hypertensives and those desiring authoritative information on weight control.

With the increasing evidence of the direct correlation between diet and coronary heart disease, it is our goal to provide a preventive service to help avoid this major public health problem.

While the primary object of the Nutrition Clinic was to provide increased service to the patient, other benefits were realized. Time previously spent by the

physician in diet counseling has been used to make available more appointments. The increased availability of the dietitian has resulted in increased use of the dietitians' professional skills.

New Look in Dependent ID Cards

LOOKING TOWARDS THE FUTURE and to further decrease the waiting time and ease the frustration while seeking health care, a long and extensive effort has been made by the Bureau of Medicine and Surgery to obtain an embossed military and dependents' identification card that could be used by all military medical facilities for imprinting patient identification information on medical records.

A Department of Defense consulting firm has now determined that such an embossed card system is feasible and it is hoped that this system will be adopted by DOD for use within the three services at the earliest possible date. This identification card, although seemingly a rather small matter, would make delivery of health care services a less arduous experience for both patient and staff, particularly in busy clinics.

It would provide wide-range, tangible benefits including positive medical records identification and significant savings in manhours of patients as well as doctors and other health care staff who are now handwriting patient identifying data or issuing embossed patient recording cards which are both costly and absorb time of staff to prepare. Further, the proposed system will reduce patient waiting time, improve patient morale, and result in more prompt and efficient management of patient records, including cross-servicing with Army and Air Force medical facilities.

Physician's Assistant

IF YOU OR A MEMBER OF YOUR FAMILY is provided health care in the future by a physician's assistant how will you know you are receiving the best care possible?

Let us begin with the definition of the Physician's Assistant's role as defined by a committee established by the Assistant Secretary of Defense for Health and Education.

"The military Physician's Assistant is a skilled health professional who is not a physician, but who, by experience and formal training, has become qualified to perform certain tasks formerly undertaken only by a physician.

"He works under the supervision of a medical officer, though he may at times serve some distance from the physician and receive instruction and guidance by telephone or some other means of communication. He may perform the tasks delegated to him by the physician supervisor, who is responsible for his actions.

"His principal duties will involve initial contact with patients to obtain medical histories and perform physical examinations, order appropriate laboratory and X-ray studies, interpret and record this data and prescribe limited therapy. He is considered to meet the criteria of the 'Type A' physician's assistant as defined by the Board of Medicine of the National Academy of Sciences in May 1970."

At present, a limited number of the Navy's physician's assistants are providing relief in some congested outpatient departments. They are improving patient flow and access to physicians by determining patient priorities, performing diagnostic procedures required before seeing a physician and following up on administrative matters.

Currently, plans are for them to be used in health care services conducting the screening of physical examinations, recording patient histories and instructing patients in home care procedures. Individuals for this duty will come from the ranks of the Hospital Corps.

To qualify, they must have two years of college-level training with some credit in biomedical sciences and mathematics, a 12-month preceptorship in health care services at a naval hospital, and ultimate eligibility for selection to warrant officer rank.

Nurse Corps Practitioner

THE EXPANDING ROLE OF THE NURSE is increasingly accepted in civilian and military practice as one method of improving the delivery of health care. The use of Nurse Corps officers within the specialties of the Nurse Corps Practitioner Program will increase both quantity and quality of care to the Navy community. Nurse Practitioners will function on the health care team according to their education and training.

Qualified nurse midwives may assume responsibility for the complete care and management of uncomplicated maternity patients. Pediatric Nurse Practitioners can give comprehensive well-child care, recognize developmental defects, and manage certain common problems of childhood.

As the result of increasing demands for outpatient care in obstetrics and gynecology, a nurse clinician program is being established to train selected nurses to function in uncomplicated obstetric and gynecology cases. The nurse clinicians will function in an ambulatory health care setting as assistants to and under the direct supervision of a physician. It is anticipated that the program will aid in reducing appointment backlog and patient waiting time, thus improving patient care and satisfaction.

THESE SPECIALTY TRAINED NURSES are providing additional skilled and knowledgeable sources of health care since they will be able to perform tasks previously accomplished only by a physician. These additional services performed by the nurses will allow the full use of physician manpower skills for major illnesses and complications.

As a pilot program at one of our hospitals, Nurse Corps Practitioners will be employed aboard mobile vans. These vans will visit the Navy housing areas and perform such functions as well-baby clinics and follow-up procedures prescribed by the physician.

How well are the Nurse Practitioners accepted by the patient?

The results of a recent survey in a civilian pediatric clinic showed, "over 90 per cent of the patients considered the association of a pediatrician and a pediatric nurse practitioner to be a desirable and inevitable trend in the private practice of medicine." Though this program is still in its infancy in the Navy, it already shows wide promise and acceptance by both the patient and the physician.

Construction

WE ARE MOVING RAPIDLY to a solution of one of our most serious problems. One cause of poor health care delivery is comparable to the cause of many highway accidents, cars of tomorrow driven by drivers of today on the highways of yesterday. Too long we have had health care personnel of today trying to apply medical technology of tomorrow in hospitals and with equipment of yesterday.

In the past three years under the present and previous CNOs and Secretaries of the Navy, we have made gigantic strides in acquiring funding for and construction of new facilities.

Five hospitals are now under construction, with two more planned for the near future. Additionally, seven new dispensaries and dental clinics are scheduled for completion during the 1972-73 time frame, with approximately eight more just approved by Congress. These projects are listed here by their completion dates:

Now Under Construction or Recently Completed:

Naval Hospital, Charleston, S. C.	Jan 1973
Naval Hospital, Roosevelt Roads, P. R.	Feb 1973
Dispensary/Dental Clinic, NAS Glynco	Mar 1973
Dispensary/Dental Clinic, NavPhiBase, Coranado	Apr 1973
Naval Hospital, Corpus Christi, Tex.	Apr 1973
Naval Hospital, Naval Submarine Medical Center, New London	May 1973
Dental Clinic, MCRD, San Diego, Calif.	Jun 1973
Dental Clinic, MCRD, Parris Island, N. C.	Nov 1973
Dispensary, NAVSTA, Keflavik, Iceland	Dec 1973
Naval Hospital, Camp Pendleton, Calif.	Dec 1973
Dispensary/Dental Clinic, NWS, Yorktown, Va.	Jan 1974

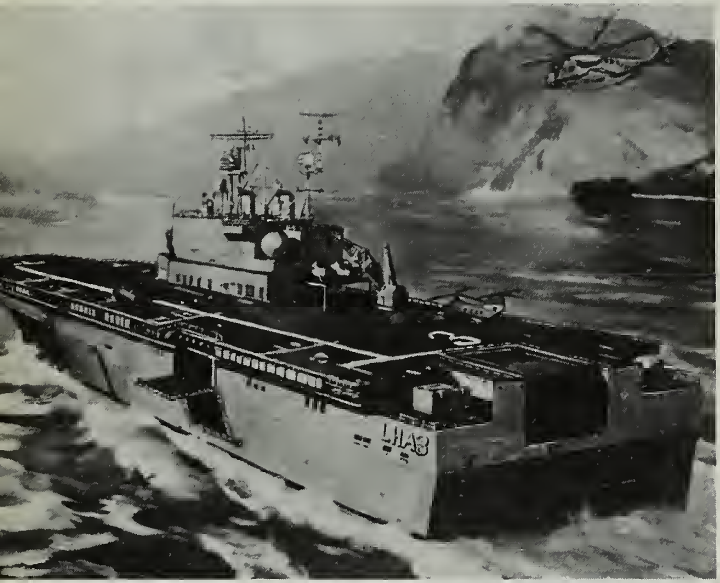
Planned and Approved by Congress:

Naval Hospital, Pensacola, Fla.
Naval Hospital, New Orleans, La.
Naval Dispensary, Pearl Harbor, Hawaii
Dispensary/Dental Clinic, NAS Atlanta, Ga.
Dispensary, Marine Corps Base, Camp Pendleton, Calif
Dispensary/Dental Clinic, NAS Moffett
Dispensary/Dental Clinic, NAS, Siganella
Dispensary/Dental Clinic, NavComSta, Australia

Programming and preliminary planning for new naval hospitals include a considerable increase in the numbers of examining rooms and waiting areas to accommodate the growth in outpatient visits. Additional components are being incorporated into forthcoming new hospitals not yet under construction to provide automated testing and screening devices to assist the physician and to expedite consultation and treatment with a correlated reduction in waiting time for the patient.

In addition to sophisticated and expeditious processing of patients in outpatient services, family practice clinics are going to be included in the new hospitals in accordance with the guidelines to be estab-

Below: According to plans, some of the laboratory procedures shown here will be replaced by new computer-based laboratory procedures.



lished by the American Academy of General Practice. All planning factors are being restudied from the viewpoint of increasing accommodations in outpatient clinic areas and adjunct services to provide more expansive elements and help eliminate crowding aspects for outpatients, thereby improving the environment to which patients are subjected during their visits for medical services at the hospitals.

Other major design advances in future hospitals will include one-, two-, and four-bed rooms in nursing units, as opposed to the old open bay wards. Toilet and shower facilities will be included in each bedroom layout.

Computers

THE USE OF ELECTRONICS in our health care system complemented by specially trained nonphysician assistants points the direction for better ways to deliver health care. In fact, we have been using the computer for more than a decade.

We currently have automated data processing equipment ranging from accounting machines to computer systems in 33 of our major medical commands.

Recently, a request for proposals was released to computer hardware and systems suppliers to install a Prototype Clinical Laboratory Information system at the Naval Hospital, National Naval Medical Center, Bethesda, Md. This system will be installed in June 1973 and following a one-year evaluation, it is planned to implement 18 additional computer-based laboratory systems in medical treatment facilities.

The Laboratory Information System is designed to speed the return of information to the physician so that the time between tests and treatment is shortened.

AT ANOTHER OF OUR HOSPITALS, a new computerized medical information system has been developed that improves the efficiency of physicians and paramedical personnel, and assures better patient care. The system was first implemented in the Internal Medicine Department and clinics, and is now being expanded to include the remainder of the hospital.

Further work is being done on computer programs to increase the amount of medical data available to a physician concerning a patient's complaints and medical history. This system is being monitored closely—and if proven practical—will be systematically expanded to other health care facilities.

The development and maintenance of medical records are receiving increasing attention and the Navy Medical Department is among the leaders in testing a new improved system, the Problem Oriented Medical Record, for retaining and transmitting medical data. Without going into a lengthy discussion, this system will organize medical records to improve health care delivery, medical research and training. It will assist the physician in his evaluation of each of his patients. Also it will serve as a model for health care

Top: 500-bed hospital at Charleston, S. C. Center: Several new medical concepts will be employed on the LHA. Left: Corpus Christi Naval Hospital, artist's conception.

Navywide. Of our 600 patients participating in the pilot program for this test, 78 per cent expressed the opinion that the system represented a great improvement in health care delivery.

Our nation's medical students will be trained in a computer-oriented environment. As they come into the Navy during the next decade, many tedious and time-consuming diagnostic functions now performed by the physician will be performed through computer services. This does not mean that "the machine" will "treat" the patient in the future. On the contrary, this use of the computer is designed to free the physician of routine clerical tasks and to give faster and more personal care to the patient.

Dental Care

PLAYING AN IMPORTANT ROLE in our total Health Care System is the progress we have achieved in our dental care programs. Complete health care includes and requires comprehensive dental care.

The dental care in the Navy is provided by competent, well-trained dental officers and assistants making use of modern facilities, equipment and supplies. The Navy Dental Corps has led in providing innovations and improvement in the civilian sector besides the military services.

For instance, did you know the Navy Dental Corps developed an ultrahigh-speed dental drill, the prototype of those now used by most military and civilian dentists across the United States? The pioneer models of these high-speed drills are now on indefinite loan to the Smithsonian Institution, Washington, D. C.

And, almost unbelievably, the custom plastic acrylic artificial eye was developed and perfected by the Naval Graduate Dental School at the National Naval Medical Center.

DOES YOUR SON WEAR a form-fitting mouthguard when playing football or some other contact sport? Would you believe, the Navy Dental Corps pioneered a method of fabricating customized athletic mouthguards, which have been adopted by athletes worldwide?

Fluoridation of water supplies, which has been shown to significantly reduce dental caries, has been effected in most naval installations having a dependent population through the efforts of the Dental Corps and the Naval Facilities Engineering Command.

These few examples of what has been accomplished by the Navy Dental Corps show why our Navy dentists have a right to be proud in this 60th anniversary year of their Corps; but they are not resting on their accomplishments, they are making even more significant improvements in dental care delivery.

The Dental Corps is now moving toward modern practice concepts embodying "sit-down" dentistry and "four-handed" dentistry. This is a method of practice that ensures maximum comfort for the dental patient and a better dental health care delivery system.

Present planning provides for a four-chair circular treatment module employing a preprogrammed instrument pack system and supported by central sterilization and instrument processing areas. It is anticipated that within the next decade most dental treatment facilities in the Navy will be completely modernized with functional operatory layout and equipment design, thereby insuring the highest level of professional care to all authorized personnel.

FURTHER, during the last 10 years, a comprehensive Preventive Dentistry Program encompassing procedures aimed at preventing cavities and oral disease was developed.

Research, which was underway in 1962, documented the cavity-preventing effectiveness of stannous fluoride when applied topically to the teeth. Based upon the findings of these studies, the well-known three-agent stannous fluoride treatment program was initiated and the goal of providing this treatment for all active duty personnel is now being achieved.

In recognition of the relationship between cavities, periodontal disease (disease of the gums), and bacterial plaque (bacterial film on the teeth), the Navy Plaque Control Program has been implemented in the recently initiated Navy Periodontal Screening Examination Program which provides for the early recognition and prompt treatment of periodontal disease. The current treatment programs include preventive as well as restorative dental care.

Although the law does not permit the Navy to provide routine dental care to most dependents within the United States, consultative dental service, including dental X-rays, has been authorized for dependents in the United States *if adequate facilities are available and it is within the capability of the professional staff to provide.*

There are other authorized programs and services offered by the Dental Corps that are mainly for dependents. During National Children's Dental Health Week at our naval dental facilities a very successful program is offered. The children can receive at our naval dental facilities an oral examination, oral hygiene demonstration and dental health education materials. The program is designed to motivate children concerning the importance of good oral health.

As a result of the implementation of the equipment modernization program, equipment designed to carry out current concepts of modern dental practice has been installed in nearly every dental facility in the Naval Establishment. Completely new, or extensively modernized, dental facilities have been constructed at 27 shore stations and in 27 new or recommissioned ships since July 1967.

Standards of Health Care Services

LATE IN 1970 and during 1971 the Chief of Naval Operations implemented his program for improving personal services provided in Navy facilities.

Some of his objectives were to reduce the time required to receive service and improve the availability and the quality of service. In conjunction with the CNO's program, I established Standards of Health

Care Services for our 38 naval hospitals and 194 dispensaries, and 205 naval dental facilities ashore. These standards are serving as goals for each treatment facility. Examples of the standards aimed for are:

- Provide routine specialty clinic appointments within 10 days;
- Minimum waiting time to see a doctor upon arrival at treatment facility;
- Extended after-hours for clinics;
- Centralized appointment systems;
- Centralized outpatient care;
- Provide adequate time for physicians to spend with each patient;
- Adequate number of properly trained receptionists to provide prompt and courteous service; and
- Improve appearance and adequacy of our clinics and waiting rooms.

To assess our ability to meet these goals, we surveyed Navy and Marine Corps medical facilities worldwide. Our survey identified a number of activities that were already meeting some of the standards.

Many activities met certain standards during 1971 by adopting new approaches, rearranging spaces, adjusting work hours, more effective utilization of paramedical personnel, and improving communications between health care delivery teams and our patients. However, our survey also identified major resource deficiencies: the estimated costs to correct them were forwarded to the Chief of Naval Operations. He approved programming sufficient monies in the FY-73 budget to enable us to meet certain of the standards.

The programs I have discussed in this article are all designed to help achieve the Standards of Service. Although our general objective of these standards is to improve health care delivery in our facilities, our specific objective is to make "getting into our system" and "getting to the doctor" a little easier and a more pleasant experience.

Fleet and Marine Corps Support

Providing modern health care aboard ship and in the field with the Marines also presents a challenge. The hostile environment of the sea plus the unstable platforms found aboard ship certainly do not make the practice of medicine easy. Heat, humidity, vibration, corrosion, limited space, the pitch and roll of the ship, and isolation problems often seem overwhelming; however, they can be overcome.

Since our present mothballed hospital ships are nearly at the end of their useful life, a great deal of effort is being turned towards planning a future "new generation" hospital ship. We are thinking in terms of a 1000-bed ship with 10 operating rooms, six X-ray rooms, a 30-station triage area, and all the ancillary facilities necessary to treat combat casualties.

The ship will have its own organic helicopter capability. However, since competition for new construction is intense during periods of a declining budget, alternatives must also be planned.

Extensive medical spaces, the best we have ever had in a combat ship, are planned for the new class of amphibious assault ship, the LHA. They include four major and two minor operating rooms, two X-ray exposure rooms, three dental treatment rooms, and an 18-bed intensive care unit, a 60-bed general ward, and a 240-berth overflow ward.

In combat, we would furnish a considerable number of surgical specialists aboard; for peacetime cruising, we anticipate providing a staff capable of manning one operating room.

The LHA will be air-conditioned throughout and will contain a specially designed gym complete with environmental control.

Research efforts have been completed to artificially acclimatize Marine troops en route to an area of operations in order to reduce heat stress casualties during the assault operation.

The new landing ship, tank (LST 1179) class ship also has high medical potential. Early last April, a feasibility test was successfully accomplished to set up a 60-bed Army type MUST (Medical Unit Self-Contained) hospital in the well deck of an LST. The idea is feasible though many problems remain.

We have constantly strived to upgrade our medical facilities on the attack aircraft carriers. These facilities now include two operating rooms, excellent laboratory spaces, intensive care spaces, and other supporting facilities comparable to a small shore dispensary.

The changing patterns of health care delivery and the shortage of health professionals require that maximum advantage be taken of new systems in providing physicians support for making health care services better and more readily available to our men and women in operational units. The Medical Department is dedicated to this end.

Research

Without research, there is no hope for development of more effective health care or more effective health care delivery systems.

Our research efforts are directed into nine major programs. These are: Aviation Medicine; Submarine and Diving Medicine; General Preventive Medicine; Clinical Sciences; Dental Research; Shipboard/Field/Amphibious Medicine (with emphasis on Marine Corps medical problems); Radiobiology including Non-ionizing Radiation (radar, laser, and extremely low radio frequency); Human Effectiveness; and Education and Training.

Specifically, our programs include the study of preserved tissues for use in restorative surgery, the use of frozen blood, the pathophysiology of traumatic shock, the use of bone marrow grafting techniques in certain jaw injuries, human effectiveness research, and prevention of impact injuries to aircrewmen (a joint Army-Navy project).

In all of these studies the Navy remains preeminent.

Recently, a great deal more of our research efforts have been directed towards improving and developing systems for delivery of health services. These programs are designed not only to keep the Navy current but also to move ahead with changes in such areas as training of health care personnel; use of paramedical personnel; automation of certain clinical procedures; and effective organization structure.

The object is to translate this research into better health care and better ways to deliver it to patients.

In the Future

ALTHOUGH the Navy Health Care Delivery System is providing you and your dependents with first class care, we are constantly looking for new and better ways to deliver this care. How quickly these new and better ways will be incorporated into our health care system is dependent, of course, upon the Medical Department's having adequate funding and a sufficient number of personnel. However, with our continuing efforts and with the support of the Chief of Naval Operations and the Secretary of the Navy, our patients will receive health care in hospitals and other medical and dental facilities that incorporate the most modern features of design including: single, double, and four-bed rooms and intensive care and coronary care units with full electronic monitoring.

There will be more examination rooms, dental treatment rooms, and waiting areas in esthetically pleasing outpatient clinics; and complete air-conditioning in all spaces. Our Navy men and women and Marines, active or retired, and their dependents, will continue to have the benefit of the latest medical and dental equipment and technology.

Our facilities will be staffed with medical, surgical, and dental teams fully trained in the specialties and in the latest concepts of modern medicine. Our patients will be seen by physicians and dentists who will be backed by a health-care system difficult to surpass.

TO SERVE YOU BETTER, the Medical Department of the future will be more flexible, better able to adjust to and accommodate the many changes occurring in the health care industry.

We are just approaching the period of innovation and experimentation in identifying and developing new sources of health manpower. Coupled with this effort will be further and new uses of computers as well as other technical innovations.

Together, the new sources of manpower and the new technical aids will relieve the physician of more and more of his routine health care delivery functions, thus permitting him to see more patients and to see them more efficiently with the end result being more satisfied patients.

IF THE QUESTIONS ASKED at the end of the play "1776" were directed to the Navy Medical Department, "*Is anybody there? Does anybody care . . .?*" The answer is an emphatic, "YES!"

Top: The new concept of four-handed dentistry. Center: Medical Unit Self-Contained Transportable (MUST), a new concept in field hospitals. Right: A MUST unit operating room, a great improvement over the tent.

● UNIFORM REGULATIONS ON SEVERAL ITEMS REVISED

The privilege of wearing dungaree and enlisted working blue uniforms to and from duty stations has been canceled as of 15 Jan 73. In addition, a recent announcement concerning the wearing of the peacoat and/or denim dungaree trousers with civilian clothes has also been canceled. No uniform items are authorized for civilian wear except as outlined in Uniform Regulations 1969.

Finally, 1st class petty officers are now authorized to wear the new enlisted uniform. Guidelines for this uniform are in Chapter 9 of Uniform Regulations. The peacoat and raincoat are still the standard overcoats and are authorized to be worn with the new uniform. The new dress blues are available through Navy exchanges and civilian outlets but will not be stocked in small stores until 1 Jul 73.

● SEABEE VOLUNTEERS NEEDED FOR 1973-74 OPERATION DEEP FREEZE

Seabee volunteers are urgently needed for the 1973-74 wintering-over period of Operation Deep Freeze. Persons in the CE, CM, and UT ratings especially are being asked to consider the benefits of spending this next year "on the ice." These benefits include double sea duty, participation in up to six accredited undergraduate college-level courses in the Program for Afloat College Education (PACE), and up to 60 days' delay before reporting to a new duty station providing no excess leave is involved.

Additionally, after completing the wintering-over period, volunteers are guaranteed duty in one of two naval districts if eligible for shore duty, or a choice of coast if returning to sea duty. Volunteers should submit NavPers 1306/7 request forms to BuPers Pers-B2021.

● POLICY ON USE OF CIVILIAN AND GOVERNMENT HEALTH FACILITIES

The Secretary of the Navy has urged all active duty Navy personnel to use federal rather than civilian health care facilities for their regular medical and dental needs when those facilities are available. The Secretary pointed out that the Navy is receiving an increasing number of claims for civilian health care obtained in areas where federal facilities --Navy, Army, Air Force, Public Health Service or Veterans Administration medical activities -- could have been used.

The Navy cannot pay these claims for non-emergency treatment, and the Navy members remain liable for their costs. Personnel requiring emergency medical or dental care in non-federal hospitals should promptly notify their commands so that the proper financial arrangements can be made and other appropriate procedures followed.

● NEW STANDARDS SET FOR SURFACE WARFARE OFFICER DESIGNATOR

A revised set of qualification standards and designation procedures has been established for unrestricted line officers seeking the 111X, Surface Warfare Officer, designator. The new standards raise from six to 24 months the amount of time an officer must serve on board a commissioned surface ship as part of either the ship's company or an embarked staff.

The officer must demonstrate practical knowledge of afloat damage control, shipboard engineering procedures, safety procedures, weapons doctrine and navigation, as well as a thorough knowledge of the 3-M and MDCS Systems, and qualify as both CICWO and OOD. The OOD designation must be held for a period of three months. Officers already holding this designator will not need to requalify. Application for the designation should be made to the commanding officer, who will forward it for approval to the next senior officer in the chain of command in the grade of captain or above. However, COs in the grade of captain are now authorized to approve SWO designation.

- OS, EW, RM DETAILERS HAVE NEW PHONE NUMBERS

Detailers for the Operations Specialist (OS), Electronics Warfare Technician (EW), and Radioman (RM) at the Bureau of Naval Personnel in Washington, D.C. have new phone numbers. For OS and EW detailers, call Autovon 224-1088, 224-8400, 224-8646 or commercial (202) 694-1088, (202) 694-8400, (202) 694-8646. For the RM detailers, call Autovon 224-8392, 224-8294, 224-4231, or commercial (202) 694-8392, (202) 694-8294, (202) 694-4231.

- PERSONNEL URGED TO TAKE FULL LEAVE TIME AVAILABLE

The Chief of Naval Operations has urged commanding officers to allow and encourage persons in their commands to take the full 30 days of leave available each year -- this should include at least one period of from 14 to 21 consecutive days, according to the CNO. The announced goal is to reduce the total amount of money the Navy must pay back each year in lump-sum leave payments to persons being discharged. Leave payments of this kind amounted to more than $100 million during FY 72.

To improve the leave accounting system, the Joint Uniform Military Pay Service (JUMPS), is currently being used for officers only, but will be expanded to include all enlisted personnel.

- TIME IN GRADE RULE FOR RETIREMENT WAIVED FOR CERTAIN OFFICERS

The time in grade requirement for certain officers' retirements has been waived. Effective now and continuing through fiscal year 73, the time in grade requirement for officers in paygrades W-3, W-4, O-5, and O-6 -- with the exception of officers having a 14XX or 25XX designator -- is not applicable. A minimum of six months of service in grade will suffice for requests for retirement approved by the Secretary of the Navy before 1 Jul 73. Previously, the requirement for these paygrades had been two years and four years for certain captains.

Any officer whose retirement has been previously deferred in order to complete this requirement and who wants to be reconsidered under this new provision should resubmit his request.

• VETERANS LAW CONTAINS NEW BENEFITS FOR WOMEN

One of the less publicized provisions of the new veterans law, recently passed by Congress and signed by the President, is a measure offering a "bill of rights" for women veterans. To receive the additional amount of VA education allowance, compensation and pension money that male veterans have been allowed for their wives, female veterans no longer will have to prove their husbands are disabled and permanently incapable of self-support. This provision applies to the GI Bill, vocational rehabilitation, pension, compensation and dependency and indemnity compensation (DIC) which is paid for service-connected deaths.

• NAVY CANCELS DISCHARGE POLICY FOR MARRIED WAVES

The Navy has announced the cancellation of its policy of discharging women members upon request after they get married. This move, according to Navy officials, is another attempt to standardize regulations concerning men and women. In light of these moves and "particularly that which provides for the recruitment of married women in the naval service, it is now considered inappropriate to allow their (married women) discharge by reason of marriage," said BuPersNote 1910. The notice does provide for the continuance of provision for requesting no-cost transfers to the general area of the husband.

• REGULATIONS ON POSSESSION OF HAND GUNS ON SEPARATION

The Secretary of Defense has directed that all persons being separated from the service be advised of the strict regulations in many jurisdictions which govern the possession of handguns. Servicemen who acquire handguns while they are on active duty may not be aware of the particular regulations concerning them which many states have enacted. For instance, in some states, handgun possession is forbidden unless approved by the state. Any members with handguns in their possession may be subject to arrest. If you're getting out of the Navy and own a handgun, make sure you know the law concerning it.

• FORWARD DEPLOYMENT PROGRAM CONTINUING TO EXPAND

The number of Navy vessels homeported overseas has increased to 47, an increase of 10 ships so far this year. Current plans call for the forward deployment of USS Mars (AFS 1) to Sasebo, Japan, and USS Howard W. Gilmore (AS 16) to LaMaddalena, Italy, in March. Additionally, USS Midway (CVA 41), with embarked Carrier Airwing Five, will begin an extended assignment in the Pacific this summer, and the families of assigned personnel will be permitted to reside in the area of Yokosuka, Japan.

Volunteers for forward deployment assignments are needed from nearly all officer ranks and designators, and enlisted rates and ratings. BuPersInst 1300.40 with Change 1 of 26 Jan 73 outlines the procedures for volunteers for forward deployment units and lists fleet units now homeported at the following locations: Naples, Italy; Athens, Greece; Gaeta, Italy; Rota, Spain; Bahrain; Yokosuka, Japan; Subic Bay, Republic of the Philippines; Guam; Holy Loch, Scotland; Sasebo, Japan; and LaMaddalena, Italy.

- EQUAL OPPORTUNITY PROGRAMS ADVISOR APPOINTED TO ASSIST CNP

Appointment of an Equal Opportunity programs advisor to the Chief of Naval Personnel has been announced. The appointee is Ruth A. Lucas a retired USAF colonel, now a Washington area educator. She will serve as a member of the personnel chief's Civilian Advisory Panel. An educational psychologist, Miss Lucas will help in assessing the effectiveness of the Naval Equal Opportunity programs. She is also director of urban services of the Washington Technical Institute and serves as a consultant to the U. S. Office of Education.

- JANUARY RECRUITING ATTAINS 101.1 PER CENT FOR REGULAR NAVY

Latest recruiting figures, for the period ending 31 Jan 73, show that 6328 Regular Navy recruits were signed during the month for a total of 101.1 per cent. Recruiting Command reports a tremendous increase in quality with 94.6 per cent being "school eligible" and only 3.9 per cent in the Group IV category.

- FBM FLEET CALIBRATION PROGRAM HELPS SPEED JOB, CUT PAPERWORK

The Polaris/Poseidon submarine fleet has adopted a calibration program which allows a single job order to calibrate some 200 items. The Naval Weapons Engineering Support Activity provides each FBM submarine with a printed list of equipment requiring calibration when the sub comes in from patrol. Other than this single job order, no paperwork is required. The sub's tender reports back to the support activity simply by obtaining a handmarked duplicate copy of this list. Calibration, of course, is one of the most important phases of sub maintenance, and this new system is helping to speed the job.

- "RIGHTS AND BENEFITS" ISSUE REPRINTED

All career and potential career Navymen are reminded that the "Rights and Benefits" December 1971/January 1972 special issue of ALL HANDS is now available as a NavPers publication. Due to the large number of requests for this special issue, it was decided to reprint and distribute it as NavPers 15885-C, "Rights and Benefits for Navy Men, Women and Their Families." Bulk distribution of this publication has been made to all ships and stations, and additional copies (of 25 or less) can be ordered direct from the Naval Publications and Forms Center, Philadelphia, Pa., as Cognizance I stock. If more than 25 copies are required, requisitions should be submitted, along with the completed Cog I form, with justification to the Chief of Naval Personnel for approval (Attn: Pers-164). Since distribution was based on one-third of the total authorized number of individuals assigned to a command, commanding officers shall distribute copies to career or potential career people only.

If you haven't seen the reprint of "Rights and Benefits" check with your personnel office, division officer or career counselor.

What's New in Education?

Do You Meet the Qualifications For Appointment to Navy Prep School?

EACH YEAR the Secretary of the Navy appoints 85 enlisted members of the Regular Navy and Marine Corps and 85 members of the Reserve components, including those on active duty, to the U. S. Naval Academy at Annapolis, Md. Inasmuch as the course of instruction at the Academy is predictably intense, most fleet appointments in the past have gone to enlisted graduates of the Naval Academy Preparatory School.

Courses at this institution convene in August and continue through May for candidates seeking admission to the Naval Academy in June.

HERE IS A RUNDOWN on what it takes to be eligible for an appointment to the Preparatory School:

- You must be a male U. S. citizen between 17 and 20 years of age who enlisted before 1 July of the year preceding entry to the Naval Academy.
- Your combined GCT/ARI score can't be less than 120.
- You must never have been married; do not intend to marry while in the Academy; be of good moral character and be strongly motivated toward a career as a naval officer.
- You must be in excellent physical condition with 20/20 vision. The latter requirement is sometimes waived if vision is correctible.

Academically, you must have 15 or more acceptable college preparatory units including at least four units which may be earned at the Prep School. Your grade average in high school and college prep work must be at least "C". Other work must include at least three units of English and two or more units of college preparatory math. One or more units in chemistry or physics is mandatory.

Applicants must be obligated for at least 24 months of service when they enter the preparatory school and again have a 24-month service obligation upon actual entry to the Naval Academy. Those who go on to graduate from the U. S. Naval Academy, at present, incur a five-year obligation to remain on active duty following graduation.

Applications for entry to the U. S. Naval Preparatory School may be submitted at any time before 30 May each year. They should be sent to the Commanding Officer, Naval Academy Preparatory School, Bainbridge, Md. 21905. A sample of the format your letter of application should follow may be found in Enclosure 1 to OpNavInst 1531.3 of 18 Dec 1972. This instruction also contains complete information on the requirements and procedures for enrolling in the Naval Academy Preparatory School.

Two Major Education Programs Aid Men in Ranger to Earn Credits

IN THE MIDDLE OF NOVEMBER, nearly 550 sailors aboard the aircraft carrier USS *Ranger* (CVA 61) began classes in high school and college educational programs. PACE and PREP are the two major programs in which crewmembers are participating and as much as $81,000 has been invested in what could be the largest single unit educational program ever attempted afloat.

PACE—Program for Afloat College Education—in this case is conducted by Chapman College of Orange,

Calif. The program offers fully accredited courses to men serving in *Ranger*. Like any other college courses, the credits earned can easily be transferred to other colleges throughout the nation.

A total of 20 classes are held each week and they include English, U. S. history, biology (ecology), mathematics and psychology. Five civilian instructors, all on the staff of Chapman College, are teaching aboard the ship.

Gavilan Junior College of San Juan Capistrano is sponsoring the ship's PREP segment in which about 100 men are enrolled. Satisfactory completion of this program results in a fully accredited high school diploma issued by the San Juan Capistrano school district. Although the cost of the course does not count against the individual's GI benefits, expenses are underwritten by the Veterans Administration.

Ensign Robert R. White, the ship's educational services officer, serves as instructor for four classes that are offered in English, mathematics, U. S. history and government. White holds class 10 hours a week and the courses will last for 24 weeks.

Medical Students Can Earn Cash Through Health Professions Scholarship Program

DEPARTMENT OF DEFENSE scholarships which cover tuition and fees—and provide the student with more than $400 a month—are now available to male and female medical students enrolled in or accepted by accredited institutions. These scholarships are being offered by the Army, Navy and Air Force under the Armed Forces Health Professions Scholarship Program which was established following enactment of Public Law 92-426 to help provide qualified medical officers for the military services.

Under this program, each military department receives a prorated share of the available scholarships and may enroll a combined total of no more than 5000 scholarship students at one time. Quotas are: Navy, 1575 (31.5 per cent); Army, 1850 (37 per cent); and Air Force, 1575 (31.5 per cent). Most of the grants will be used to train physicians, but some scholarships are also being offered to students in related health professions such as dentistry, veterinary medicine, podiatry, optometry and clinical psychology at the PhD level.

Applicants must be U. S. citizens eligible for Reserve commissions and accepted for admission or enrolled in a course of study for one of the listed health professions. An individual selected must agree to complete the educational phase of the program and, subsequently, to serve on active duty in his profession in one of the three services. While a student, he or she will be commissioned in the Reserve grade of ensign (or the equivalent) and will receive more than $400 a month in addition to tuition, books, laboratory expenses and fees for other educational services. Room and board are excluded.

Each graduate will incur an active duty obligation of one year for each academic year—12 months or less—with a minimum obligation of two years. Intern and residency training is not credited toward fulfilling this commitment, but it also does not result in further military obligation. More information about these scholarships is available by writing to: Chief, Bureau of Medicine and Surgery, Department of the Navy, ATTN: Code 3, Washington, D. C. 20390.

On-the-Job Training, Apprenticeships, Offered by VA to Veterans' Dependents

VETERANS' WIVES, widows and dependent children, who are eligible for VA educational assistance, may now take on-the-job training or apprenticeships instead of going to college. A law approved by the President in October increased allowances for this type of training by nearly 48 per cent and broadened the types of training available under the Dependents' Educational Assistance Program.

In addition to training wages paid by employers, VA now pays trainees a starting stipend of $160 per month, as opposed to the old rate of $108. For job-training veterans, the starting allowance is $160 per month with no dependents. For those with one dependent, the allowance was raised from $120 to $179 monthly; with two dependents, from $133 to $196. For each additional dependent in excess of two, a veteran receives an additional $8 per month. During October, 102,000 veterans were taking on-the-job and apprenticeship training, but trainees under the Dependents' Education Program were previously limited to institutional training programs.

VA education benefits, including apprenticeship and other on-job training, are available to those who served at least 180 days of active service after 31 Jan 1955. Also entitled to these benefits are wives, widows and children of veterans whose deaths or permanent, total disabilities were service-connected; and wives and children of servicemen who are prisoners of war or missing in action for more than 90 days.

A cum laude graduate of Tidewater Community College, SD1 Isidro Barrera receives his Associate Degree diploma from CAPT John A. Piatek, commanding officer, Fleet Training Center, Norfolk. SD1 Barrera, here with his wife, Ofelia, not only is the first Navy ADCOP graduate from the Frederick Campus of Tidewater, but he completed the two-year course in 12 months due to previous off-duty studies. Next, he plans to attend Old Dominion University pursuing a B.A. in Business, using a scholarship awarded him by the Machinist and Aerospace Workers.

Navy Career News

Steward Strikers Placed in Deck Group— Proper Path of Advancement Is Assured

LAUNCHING of the new year brought about a significant change in the steward rating. Effective 1 January, all steward apprentices—that is, those with rate designations of TR, TA, or TN—automatically had their rate designations changed to SDSR, SDSA, and SDSN, respectively. This change applies to both Regular and Reserve, active and inactive personnel.

Adjustments are also being made in advancement procedures. Starting with the February 1973 Navywide examinations, the proper path of advancement to steward 3rd class petty officer is from the general rate of seaman. After 1 March, SDSAs will take the seaman exam for SDSN.

It is anticipated in BuPers that a phased conversion of SD striker billets to seaman will create an excess of SDSAs and SDSNs during a forthcoming transition period. However, individuals in these rate stages are asked not to submit requests for SCORE conversion, for lateral change of rate or for removal of the SD striker identifications until such time as a balance in the rating is required.

There also will be a change to the current SD specialty NECs. This change will be reflected in the Manual of Qualifications for Advancement, NavPers 18068C. Complete details of these steward rating adjustments may be obtained from military personnel offices ashore and afloat.

SGLI Still Offers Low Cost Protection For Navymen; Deductions Are Automatic

SERVICEMAN'S Group Life Insurance is a benefit which all Navymen enjoy unless they decline in writing to be insured. Maximum coverage available under SGLI is $15,000; however, there are policies for $10,000 or $5000. Many will remember that the maximum amount for which a Navyman could be insured under SGLI was $10,000. The additional $5000 was added in 1970 and followed two years later by a 15 per cent reduction in premium costs. These are deducted automatically from the policyholder's military pay.

The monthly premium rates now in effect are: $2.55 for a $15,000 policy; $1.70 for $10,000; and 85 cents for $5000 worth of coverage. Rates for Guardsmen, Reservists and ROTC cadets are $1.50, $1.00 and 50 cents, respectively, for policies in the amounts of $15,000, $10,000 and $5000. Guardsmen, Reservists and ROTC cadets, however, are insured only during periods of active duty training and associated travel.

Navymen remain fully covered by SGLI without charge for 120 days after they are separated from the service unless they have been absent without leave for more than 31 days and were not restored to duty with pay. Those who become totally disabled retain their coverage for a year after their separation or until their total disability ceases, whichever is earlier.

Those who wish to do so may replace their group coverage after separation with individual policies issued by 600 participating commercial companies if application is made and premiums are paid by the end of the 120-day grace period. No physical examination is necessary for this conversion.

For disabled Navy veterans, there are also programs which include mortgage insurance and a "modified life" policy which should be investigated when separation from the service becomes imminent. Complete information on all phases of the Serviceman's Group Life and other VA insurance programs may be obtained from the nearest Veterans Administration Office.

Advancements May Be Authorized After Limiting Date Deadline in Certain Cases

THE BUREAU OF NAVAL PERSONNEL has announced a change in the limiting date as an eligibility requirement for advancement. Under the new policy, which began 20 Nov 72, the advancement date no longer necessarily indicates the time by which a person must decide to accept an authorized advancement.

This change is primarily directed at those individuals near the end of their first enlistment who are faced with the decision of either extending their obligated service or declining their advancement. In these cases, a member expressing a desire to reenlist for four to six years may still be advanced after the limiting date.

Advancements to E-5 may be authorized where commanding officers request such advancement for members who indicate that they intend to reenlist before their active duty obligation expires.

In other words, if an individual initially declined an authorized advancement because of insufficient active obligated service, and then decided after the limiting date to reenlist for four to six years, advancement may still be authorized. This change was based on findings which indicated that the loss of advancement eligibility due to a limiting date was counterproductive to the Navy's reenlistment efforts.

For further information concerning BuPersNote 1430 (20 Nov 72), check with your personnel office.

When Time Is Short, Approval for Swap Could Be Obtained by Use of Telephone

CONGRATULATIONS. You finally found a guy on the opposite coast (or anywhere else in the Navy) who's agreed to swap assignments.

What's that? Your ship is getting underway tomorrow? You are aware that no-cost-to-the-government exchange of assignment requests must be approved by the Bureau of Naval Personnel? Obviously, yours is not going to reach Washington by mail before the bowlines are cast off; nevertheless, don't look so down in the mouth. There still may be hope for both you and your swapmate.

The Bureau recently authorized commanding officers to use the telephone (or "unless otherwise directed" message) to obtain Bureau approval for such swap requests. Under certain conditions—namely, commanding officers of both parties involved must grant local approval, and the units involved must be either deployed or be faced with imminent deployment. In other situations where time is judged by the commanding officer to be of the essence, phone call requests may be made by him.

After approval has been granted from the appropriate BuPers rating control desk, no-cost orders will be sent by message as a follow-up.

This timesaving measure is set down in BuPers Notice 1306 of 29 Dec 72.

New Duty Preference Form Is Geared To Rotation of Enlisted Personnel

ENLISTED DETAILERS at BuPers are now using a new duty preference form (NavPers 1306/63) which better records details concerning the jobs preferred by Navy men and women coming up for rotation.

The form has been distributed to all ships and shore establishments and should be filed 10 months before an individual's EAOS or PRD occurs.

After the completed form arrives at the Bureau of Naval Personnel, the information it contains is fed into a computer and is instantly available to detailers as rotation time rolls around. A computer print-out is sent to each command listing those personnel whose EAOS or PRD is 10 months away, and the duty preference each has on file.

Navy men and women whose EAOS or PRD occurs before this August will be assigned on the basis of the old duty preference filed with the Bureau, unless updated by the new form.

Ombudsman Can Help You With Problems, But Deplete Your Local Sources First

NAVYMEN who have problems or want answers to questions that can't be handled locally can find a sympathetic ear in the Bureau of Naval Personnel. The ear belongs to your Ombudsman (Pers-P). The Ombudsman has a staff of people all of whom are wise in Navy ways and ready to help both officers and enlisted men. He only asks that you try to resolve the problem or find an answer to your question locally before consulting him.

If you use the U. S. mail to seek help, the BuPers Ombudsman team will go into action as soon as your letter arrives. The address is: Chief of Naval Personnel (Attn: Pers-P), Navy Department, Washington, D. C. 20370.

If you prefer to use the telephone, the numbers for officers are: Autovon — 224 4811 or commercial — 694 4811. For calls after 1630 EST, the autovon number is 224 3701 and commercial calls are handled on 694 3701.

Enlisted men should call: Autovon — 224 3701 or commercially on 694 3701. There is also a Code A phone available for both numbers after hours.

Central 3M Data Bank Compares Your Work With That Done by Other Naval Activities

IF YOU'RE AN AIRCRAFT MANAGER, you should be aware that the work you do in your activity is being compared with that done by other activities throughout the Navy. The information for the comparison comes from 3M reports.

The Maintenance Support Office (MSO) at Mechanicsburg, Pa., maintains the central data bank for all naval 3M data. Its computer systems also produce management information reports which are periodically distributed throughout the Navy. These are catalogued for reference convenience.

Last October, for example, a new catalog of Aviation Information Reports (MSOInst 4790.1) was published and distributed to each naval aviation command. It lists all widely used aviation management information reports and tells how to obtain them. It also contains formats for data collected and maintained in the data bank. When properly used, the reports listed in the catalog can be invaluable at any managerial level.

The data for the reports stored in the central bank at Mechanicsburg must, of course, accurately reflect the true maintenance profile at each activity. Accuracy is a command responsibility and the information gained through precise documentation can significantly increase an activity's preparedness and readiness status.

Perhaps most important of all, the reports listed in the catalog give an activity the opportunity to see itself as others see it and, of course, to look at other activities.

THE METHOD IS SIMPLE: Just compare the data concerning your activity in the monthly summary with that contained in corresponding MSO reports. For example, you can compare your corrosion control treatment, and find out if it is accurately documented. You can learn what impact the ground support equipment at your activity has on aircraft readiness. You can also find out if the data submitted was considered invalid because the detail cards didn't match the summary cards. Your squadron might have wound up in the untimely discrepancy data list instead of the readiness utilization report.

As an aircraft maintenance manager, you might well be presenting inaccurate pictures of your activity unless you know what the MSO reports contain. The first step in learning what's in a report is to obtain a catalog of aviation 3M information reports. This can be done by telephoning the Maintenance Support Activity at Mechanicsburg on autovon 277, extensions 2031 or 3124.

A Management Analysis Course is another useful tool. It is offered for analysis officers at NATTC, Memphis, Tenn. The course lasts six weeks and teaches statistics and their analysis. A graduate of the course emerges with the working tools and respect for sources and content of management information, local 3M reports, local maintenance summaries, MSO products, and their use.

Aid to Vietnam: a personal commitment

Building for the Future

Bac Dau Orphanage

THE BUILDINGS WERE UNPAINTED, ramshackle, and the dining area for the children was adjacent to the pigpens. It seemed that everyone had forgotten the Bac Dau Catholic Orphanage.

Located eight miles north of Saigon, out of the mainstream of city life, the orphanage was founded in 1963, and houses 55 youngsters—ages three through 18 years—and a day care center for 50 children of local residents. Currently it is run by three nuns.

Its facilities—what there were of them—had been declining and no help was in sight. That changed, however, when men at the Fleet Command Naval Advisory Group, Saigon, learned of the orphanage's needs through a local U. S. military chaplain.

"The orphanage fitted our needs perfectly," Captain Warren C. Hamm Jr., senior advisor, Fleet Command, said. "We wanted a project small enough for our unit to handle completely by ourselves, and the orphanage fit the bill. I got everyone together and gave them the details. They voted unanimously to accept the project."

EVERY WEDNESDAY and Saturday since they started last May, about 20 men of the 100 attached to the command boarded trucks loaded with tools and other equipment and headed for the Bac Dau Orphanage. The men, all volunteers, each had a project in which they were involved. Work was completed in December.

"There were seven separate projects that we laid out," explained Chief Petty Officer Tom Springer, coordinator for the orphanage assistance program, "covering everything from building a water system to constructing a building to house a kitchen and dining hall."

In addition, the volunteers have painted and repaired all existing buildings. The biggest project was the building for the kitchen and dining hall, however. "We were lucky to have a man in the unit who had experience in construction," Springer said. "Otherwise, we might have been in a real bind."

Besides building and repair programs, there was also a Special Activity project, a recreation and amusement program for the orphans. One of the results of this project was a trip to the Saigon Zoo for the sisters and the children.

"It was pandemonium for a while," Springer said. "You can imagine 55 kids let loose in a zoo, most of them for the first time, but everyone had a lot of fun. I think the adults got more enjoyment out of watching the kids than the animals."

WHEN THE ORPHANAGE assistance project was completed, the new dining room and kitchen—complete with reefer, stove and deep sink—was well isolated from the pigpens; the fish pond located next to the pigpens was stocked with approximately 75 fish which, in six months, will increase to 3200 and will be sold on the open market; a water system that gives the children a chance to bathe each day was installed; and a playground was equipped completely with swings, seesaw, and tether ball.

"We were doing an important job in advising, training and assisting the Vietnamese Navy, but I think that the Bac Dau Orphanage project may be even more meaningful," CAPT Hamm said.

If you asked the children and sisters of Bac Dau Orphanage, they would probably agree.

Men of the Fleet Command Naval Advisory Group helping the local Bac Dau orphanage. A good time was had by all.

BM1 Douglas C. Kiser

THE BURLY U. S. SAILOR held the baby chick gently in his big hands, careful not to injure the delicate fowl. Viewing it closely, he said, "Well, it looks healthy. I think it'll live."

The chick was one of many being raised by the Vietnamese Navy, along with pigs, as part of a food supplement program for Navy dependents. The pigs and chickens will be sold to the military personnel far below the price on the civilian market. This is one of many projects that Boatswain's Mate 1st Class Douglas C. Kiser was involved with in the Republic of Vietnam.

His first tour began on 25 Jun 1966 with the operations department of what was then the Naval Support Activity, Da Nang. He served continuously in-country, the longest tour of any U. S. Navyman.

He was attached to the Vietnamese Navy Welfare Office, Vietnamese Navy Headquarters, Saigon. The office was responsible for animal and feed distribution centers in-country, handling and coordinating all raw material donated by U. S. AID to be made into feed for pigs, chickens and other farm animals. It also worked with U. S. Navy Project Handclasp, which aids all Vietnamese personnel and distributes Buddy Base and Sister Ship material donated by U. S. ships and bases for Vietnamese use.

SINCE THE INCEPTION of these projects, more than 2300 tons of material have been received and distributed through the welfare office. Kiser was involved with all of these projects.

"I have done everything from training Vietnamese Navy personnel to be PBR (river patrol boat) sailors, to being an accident investigator in Da Nang," Kiser says with a smile.

In the six years that Kiser was in-country, he has traveled extensively throughout Vietnam. "I have been as far north as Dong Ha, a few miles from the North Vietnamese border, and south to Nam Cam on the tip of South Vietnam. I have driven a semi throughout the Delta on roads you wouldn't believe and pulled liberty in areas an American and some South Vietnamese would not go. It was fun, though, and in my six years, I never did the same job twice."

Kiser has seen the progress made by the Vietnamese Navy, from training the Vietnamese sailor to be a PBR boat operator, when he himself was a PBR boat captain, to the present when the Vietnamese sailors operate the boats by themselves.

Above, left: BM1 Kiser supervises the unloading of donated goods. Above: BM1 Douglas C. Kiser. Left: Over 300 pigs were raised as a food supplement program by the Vietnamese Navy. Facing page: Recipients of goods donated by the U. S. Navy Project Handclasp include orphans at the Go Vap orphanage and patients at the Vietnamese Marine Hospital in Thu Duc.

Project Handclasp

SINCE THE VIETNAMESE Navy Welfare Office began receiving Project Handclasp shipments in 1970, U. S. Navy men and women attached to the office distributed more than 1800 tons of material to orphanages and hospitals throughout the Republic of Vietnam. Project Handclasp—sponsored by the U. S. Navy—was an official program established to promote mutual understanding, respect and goodwill through direct people-to-people assistance. Material donated by American citizens was shipped aboard U. S. Navy ships for distribution in Vietnam.

One recipient of such aid was the Go Vap orphanage, located near Saigon, and home for about 1200 children, ages two months to 12 years. With a staff of 18 Catholic nuns, the facility received everything from mouthwash to baby food from the Handclasp operations.

ANOTHER EXAMPLE of Handclasp help was the Vietnamese Marine Hospital (Le Huu Sanh Hospital) in Thu Duc, which opened in 1970 and received 12 pallets of material including operating tables and bedpans. The hospital has approximately 400 patients in residence—far more than it can comfortably accommodate—and receives approximately 160 patients daily at its outpatient clinic.

According to the hospital's commanding officer, the Operation Handclasp program assisted in providing Le Huu Sanh with much needed basic equipment, such as surgical instruments, tables, and stretchers. Most of the major equipment has been provided by the Vietnamese themselves, but there is always a need for beds, sheets and pajamas, and minor surgical and dental instruments.

As a result of his work in this area, Commander Roy E. McCoy, assistant chief of staff for Vietnamese Navy Welfare, was awarded the Social Welfare Medal (First Class). The medal was presented by the Minister of Social Welfare in ceremonies held at the Ministry of Social Welfare in Saigon, and the citation reads in part, "For exceptionally meritorious humanitarian service to the people of the Republic of Vietnam in conjunction with the U. S. Navy Project Handclasp."

Many long hours spent by CDR McCoy and his men in assisting the Vietnamese civilian and military community gained these dedicated men recognition, but more than that, satisfaction in helping to distribute to needy individuals materials donated by interested Americans throughout the U. S.

(The preceding stories and pictures were supplied to ALL HANDS magazine by PH 1 James A. Davidson.)

The First Year's Drug

The following article was co-authored by Commander A. M. Drake, MC, USN, and Douglas Kolb. Commander Drake is senior medical and rehabilitation officer of the Naval Drug Rehabilitation Center at Miramar, Calif. Douglas Kolb is a research psychologist at San Diego's Navy Medical Neuropsychiatric Research Unit.

The article deals with the establishment of the Naval Drug Rehabilitation Center at Miramar. The Navy also has a similar center in Jacksonville. Both centers are elements of the Navy's Drug Abuse Control Program, directed by the Human Resource Development Project (Pers-Pc) in the Bureau of Naval Personnel. This article deals with the establishment of the treatment procedures being used along with a statement on the Navy's drug rehabilitation program.

THE NAVY HAS SHARED with the other uniformed services and the national civilian community a growing concern with the problem of drug abuse among its members. It was, therefore, to be expected that a permanent naval rehabilitation center should be planned; it was, in fact, begun on 12 Jun 1971 in response to Presidential directive. The site selected for the first center was the Naval Air Station at Miramar, Calif.

Drug abuse in the military was, at first, considered to be a disciplinary problem and, for the most part, individuals with a history of significant drug use were administratively discharged from the service. During the late 60s and early 70s, however, the widespread use of drugs among young people and the mounting concern for returning Vietnam veterans who had ostensibly become addicted to cheap, yet high-purity heroin while overseas, led to the realization that forceful and innovative approaches to the problem were both necessary and urgent. The Naval Drug Rehabilitation Centers at Miramar and Jacksonville were the product of this realization.

THE CENTER WAS BEGUN as a line command and staffed by Navy line officers, physicians, psychol-

At Left: Two members of the professional staff of the Naval Drug Rehabilitation Center at Miramar interview patient (foreground).

xperience at Miramar
ehabilitation Center

ogists, chaplains, Navy and Marine Corps enlisted men, civilian counselors, social workers and several ex-addicts who were themselves graduates of civilian treatment programs.

This mixture of staff, altogether unorthodox by traditional Navy standards, was to provide the basis for a multifaceted approach to the treatment of drug related problems. The approach provided a larger scope than would have been otherwise possible.

While the staff was being assembled, two large triple-deck barracks were converted to house staff officers and provide quarters for over 200 patients. The staff was still being ordered in and the barracks were still being renovated when the first contingent of patients arrived.

The First Patients at Miramar

THE EARLY ARRIVALS at the center were a heterogeneous group which could be separated into six major categories.

- First, there were those considered to be drug-addicted. Many of the early arrivals from Vietnam had been sniffing or smoking cheap, easily obtained heroin which was 95 to 98 per cent pure. They had not developed the criminal lifestyle of the street addict nor did they manifest any severe degree of withdrawal symptoms.

As the Navy's engagement in Vietnam diminished, however, this population of addicts receded in importance to be replaced by addicts with more established drug-taking patterns who were using the impure heroin available in the States. They usually mainlined this. They had also developed the manipulative, sociopathic lifestyle of the street addict.

- A second and larger group was composed of those considered to be polydrug abusers. They had used psychedelics, glue, amphetamines, barbiturates, marijuana, alcohol and a variety of other substances which sometimes even they couldn't identify. The scope of polydrug abuse extended from casual experimentation to daily multiple dosages of anything available.

- The third classification comprised the military malcontents, disciplinary problems and manipulators. These were young men with histories of repeated (although often relatively trivial) military offenses. They were anti-establishment in orientation, dress and grooming. To a man, they were unhappy with the military and they were also anxious to press for early discharge to civilian life.

These tended to blame society in general and the military in particular for their drug problem and offered the glowing anticipation that all would be well once they had shucked the uniform and relocated themselves in a society which would permit them to "do their thing."

Their histories of drug abuse were either fabricated or grossly exaggerated and there was often a pronounced element of *machismo* in their stories. A number in this group listed 400 or 500 "acid trips" and prodigious consumption of psilocybin, cocaine, THC, STP and other substances.

- The fourth group included a sizable number who were simply struggling through the normal rebelliousness, experimentation and identity diffusion of adolescence. Those in this group had become involved in drug abuse because of boredom, peer pressure, curiosity, job dissatisfaction or the pursuit of altered and more ecstatic states of consciousness.

Their backgrounds revealed poor social relations with family and peers, poor work and vocational orientation and a tendency to avoid personal problem areas. Otherwise, however, they didn't support a diagnosis of specific psychiatric disorder.

- The fifth group was a contingent of men with character and behavior disorders, with well-established patterns of out-of-gear social relations, self-defeating behavior, poor impulse control and failure to recognize personal responsibility for the course of their lives. Drug abuse came easily to them as a manifestation of other, on-going difficulties in adapting to society and formulating self-satisfying goals.

- The last category of patients included a small number of men who were considered to border on more severe psychiatric illness. These men used drugs in an attempt at self-medication for long-term problems such as depression, anxiety, low self-esteem and social alienation.

An analysis of background information obtained from the first 458 Navymen to enter the Miramar program supported the clinical impressions of many of the patients. Although most had "volunteered" for service in the Navy, many did so on the "spur of the moment" or for negative reasons such as a desire to break home control or to escape unemployment. Their average length of time in the service was two years and more than two-thirds had attended at least one service school.

About three-fourths of these men, however, had never achieved a grade above E-3. The majority reported strong negative feelings about the service in general and expressed dissatisfaction with their Navy duties. Half believed that their abilities were not employed and almost nine-tenths expressed boredom with their service responsibilities. The evaluations of men in this category were in the 3.2 through 3.4 range and over half admitted to at least one disciplinary offense, chiefly nonjudicial punishment.

civilian counselors and Navy enlisted men (hospital corpsmen and non-medical rates drawn from the Fleet).

The program stressed individual responsibility in dealing with a man's life and made use of small and large groups and individual sessions to assist in effecting change.

Members of this therapeutic community could move through four graduated levels of responsibility which carried different obligations to the group and rewards for the individual. The basic thrust was toward encouraging increased maturity through self-awareness and discipline as it related to group interaction and mutual obligations engendered by life within a structured society.

The staff mix of line officers, mental health professionals and military and civilian counselors proved to be extremely useful. The line officer in the therapy tracks was given administrative responsibilities and handled discipline. His presence maintained the reality of the military situation which could have become obscure if the patient had been confronted only by mental health professionals.

Pre-service histories of men in this group indicated marginal school adjustments for many with more than half having been expelled or suspended. Many had "played hooky" more than six times. Forty-four per cent did not graduate from high school. At least a third had been arrested and almost as many had spent time in jail. A quarter of them admitted to emotional problems before entering the service and more acknowledged having "trouble with their temper" and "moodiness."

The men in this first group of 458 patients reported use of a variety of drugs: Heroin—58 per cent; barbiturates—46 per cent; amphetamines—61 per cent; and LSD—81 per cent. Daily use of heroin was admitted by a third of the total group, marijuana was used by 96 per cent of the men and 64 per cent claimed daily use.

Therapeutic Programs Established

In order to provide the necessary flexibility for a therapeutic range broad enough to encompass the men in such a heterogeneous population, five separate therapeutic programs—called therapy tracks—were developed over the first three months of the Center's existence. Each program focused upon particular problems which had become evident among the patients. The five tracks were designated: The Project, the Community, The SHARE Program, the SALT Company and the Family Track.

The Project Track

The first track, the Project, was established as a therapeutic community headed by a medical officer assisted by a line officer, a psychologist and

The civilians involved were primarily individuals holding master's degrees in social work, counseling and psychology. They were, therefore, able to deal with therapeutic matters unencumbered by the need to be both therapist and disciplinarian.

One additional benefit of this staff mix was that social reentry appeared to be eased. The patient had an opportunity to observe and relate to a variety of individuals from a variety of disciplines and backgrounds, some of whom were admittedly "square."

It is our impression that this contributed a wider scope of life experience than would have been possible in programs run entirely by and for individuals who are themselves immersed in the drug subculture and who couldn't provide a broader spectrum of alternative lifestyles.

The Community Track

The second track, the community, was also established as a therapeutic community under medical direction. Like the Project track, it used a mixture of civilian counselors and line staff. The primary emphasis was directed toward self-understanding through group and individual therapy. Self-understanding was facilitated by a videotape system used to study the interpersonal reactions and dynamics of the group.

The patients clearly became quite interested in reviewing their own tapes and the confrontation with their own provocative behavior provided a rare opportunity to see themselves as others saw them. This track's *modus operandi* was predicated on the observation that many of the patients had long histories of extremely poor interpersonal relations with their family, peers, school authorities and employers. Also, one of the universal characteristics of men in this group was—as mentioned earlier—low self-esteem. Individual vocational counseling and educational opportunities were encouraged.

At first, the time scheduling within this program permitted considerable flexibility so that patients would have time for introspection and reflection. This time, however, was so poorly used that it often produced boredom. The program schedule was revised and now provides structured activities throughout the entire day. This approach appears to work more satisfactorily.

These patients did not tend to be very highly self-motivated and, therefore, appeared incapable of using unscheduled time. The dilemma for the therapist was that free time was dismissed as "boring," while scheduled activities were denounced as "hassling."

The SHARE Track

THE THIRD, OR SHARE TRACK, is an acronym for Self-Help, Assistance, Rehabilitation and Exploration. This track was led by Navy line personnel and stressed personal motivation, role modeling and leadership.

Instruction concerning drug education and communication was offered along with motivational courses, field trips and guest lectures. The patients (referred to as "Shareholders") were encouraged to take maximum advantage of the educational and vocational resources available. These included GED completion, Project Step-up, Project Transition, and various on-base construction projects.

The rationale for the SHARE Track approach was that not all individuals involved in drug abuse required therapy within a standard medical model. Not all men are amenable to standard psychotherapy. Therefore, for some, the simple act of associating with more mature and successful men may help to form useful identifications.

As the track evolved, however, we learned that a simple line approach emphasizing leadership and good example didn't seem to be sufficiently well rounded. The patients expressed a desire for a more active psychotherapeutic experience which the line staff didn't feel qualified to provide. As a consequence, two civilian counselors (holding master's degrees in mental health professions) were added to the SHARE Program and they provided the men with group and individual counseling.

AS ONE OF THE Center's major problems is trying to obtain a commitment to therapy from the patient, the SHARE track emphasized this aspect of commitment by requiring formal signature on a contract between the individual patient and the therapy program. This emphasized the patient's responsibilities, outlining restrictions to which he must commit himself and specifying the discipline to which he might be subjected if track policies were broken.

Active participation by "Shareholders" was encouraged through a patient government organization which permitted the men to contribute to track policy and management, participate in activities and athletic committees, and exercise peer control over minor disciplinary infractions. The discretionary limits of the member government were established by the track administrator—a Navy lieutenant.

Discipline within SHARE was confrontive and prompt, limit-setting was firmly established and exercised. In accord with the program's emphasis upon developing self-motivation, all members of the track were obligated to announce and discuss publicly, in a group setting, a formulation of their own prospective life goals—and to spell out possible ways of attaining their goals.

The SALT Track

THE FOURTH, or SALT Track, is a chaplain directed community which employed a staff which included a clinical psychologist, civilian counselors and enlisted men. It was based upon the premise that values and ethical problems are important aspects of today's world which are often overlooked in the conventional psychotherapeutic program.

SALT—standing for Self-respect, Acceptance, Love and Trust—is a program built on the premise that an existential approach can benefit many troubled adolescents who find themselves adrift in a society undergoing upheaval, widespread questioning of formerly accepted values and institutions and the much publicized "future shock."

Some of the opinions widely voiced throughout the nation over the past five or 10 years reveal a preoccupation with social alienation and fragmentation. These include the fairly recent views that: "God is dead," and that religion is no longer viable or relevant. In the secular field, beliefs were voiced that government and industry are corrupt, irresponsible and self-aggrandizing. The "generation gap" continues to recommend that the young trust no one over 30.

It was apparent that a total and unquestioning acceptance of these positions could ultimately separate a young person from any of the customary supports and structures which our culture provides. The void so created, perhaps more often than not, was "filled" by boredom, depression and heavy drug use.

The SALT Company, then, worked toward understanding the problems of existence and developing more positive alternative lifestyles.

Both the chaplains assigned as track leader and assistant track leader had extensive backgrounds in counseling, and theological dogma didn't enter prominently into the formulation of their program. Evidence for the desirability of providing a quasi-spiritual approach to rehabilitation was manifested by the interest which the young, themselves, displayed in seeking out a variety of religious and cultist experiences, for example, as substitutes for drug usage.

The prevailing philosophy in SALT is that one's existence is at stake.

Accordingly, all aspects of the program were designed to challenge the individual to look at his own lifestyle. Through group and individual sessions, opportunities to exchange ideas with staff, educational classes and exposure to acknowledged successful persons in the broader community, the individual learns how others approach and deal with life's problems.

The Family Track

THE FIFTH, or Family Track, was placed under the direction of a Navy clinical psychologist and it employed a staff of three volunteer ex-addicts as counselors in addition to two military enlisted men. The three counselors were themselves graduates of similar programs in the California hospital system.

The "Family" functioned in a very highly structured and disciplined environment in which unsuccessful and undesirable modes of behavior and thinking were confronted in a group setting.

Creative discipline was conducted with an eye toward emphasizing the nature of man's problems, rather than following standard military types of discipline. Thus, a patient in the "Family" might wear a placard for a week proclaiming his faults, thus maintaining continuous attention to the type of maladaptive behavior to be discouraged.

Because of the rigorous therapeutic approach, the "Family" was an *entirely voluntary program* and was the most selective of all the tracks. As a consequence, the "Family" was numerically the smallest of the programs. Its continuing operation required the presence of the remaining therapeutic programs to absorb the less highly motivated patients who left the track. Although highly beneficial to those who completed the entire four-month course, the rigors of the program discouraged those whose motivation for self-inspection and change was low.

Getting on the Right Track

BEFORE PLACEMENT in any one of these therapeutic programs, patients entering the Miramar Naval Drug Rehabilitation Center are placed in the Evalua-

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from the desk of the Master Chief Petty Officer of the Navy

"Getting Out of Drugs"

MCPON JOHN D. WHITTET

GETTING out of drugs is a lot harder than getting in. The drug may be a barbiturate, an amphetamine, alcohol or one of a number of other substances but the problem of abuse and dependency remains. In recent years, the Navy has sponsored a number of programs designed to rehabilitate Navy and Marine Corps personnel who are dependent on drugs. Alcohol rehabilitation centers have been established in Long Beach, Norfolk, Great Lakes and another will open in San Diego this spring. Drug rehabilitation centers are now operating in San Diego and Jacksonville and there are drug counseling and rehabilitation (CARE) centers located at various commands throughout the Navy.

In company with an official inspection party, I visited the Naval Drug Rehabilitation Center (NDRC) recently at Miramar Naval Air Station in San Diego. The rehabilitation center was very impressive and I want to share some observations and attempt to clear the air of misconceptions.

FIRST OF ALL, NDRC Miramar, like its counterpart in Jacksonville, is not a hospital. All personnel who come to the rehabilitation center, usually through the exemption program, are "detoxified," if necessary, at a naval hospital before their arrival. The center provides from 30 to 120 days of inpatient therapy for personnel who are either physically or psychologically dependent on drugs. Upon arrival rehabilitees (called members) are evaluated and assigned to a treatment plan that is best suited to their needs.

The alcohol and drug rehabilitation centers are naval commands. Navy and Marine Corps personnel who are assigned to the centers must conform to Navy and base regulations and conduct themselves in the manner expected of personnel stationed anywhere in the Navy.

Navymen and Navywomen sometimes misunderstand the mission of the alcohol and drug rehabilitation centers. Those of us who are not affiliated with the centers will have to understand that rebuilding a person's self-esteem and otherwise reducing dependency on drugs is not quite the same as, nor can it be equated with, routine tasks and operations throughout the Navy. There are no cookbooks for drug rehabilitation. The therapeutic tion Unit where they undergo approximately five days of screening. During this period, psychological testing, biographical questionnaires and personality inventories are administered under the guidance of the Navy Medical Neuropsychiatric Research Unit.

Medical and service records are examined and standardized interviews are conducted. Some of this information is used for clinical purposes and the remainder is recorded for later research analyses.

During this evaluation phase, the patients are assigned to small groups at which time staff members meet with them to discuss their problems, orient them to the Center, and ultimately assign them to a therapeutic program.

The program extends for a maximum of 120 days. Men cross-transfer between tracks if they may benefit more from a different approach.

After successful completion of the NDRC program, patients may either be returned to duty or discharged to civilian life—depending upon the subject's demonstrated capacity and the needs of the Navy.

A high return-to-duty rate is not necessarily regarded as an indication of therapeutic success. All recommendations for return to duty or for discharge from the service are evaluated by a special board consisting of two line officers, one medical officer, and the commanding officer. The qualifications of men who return to duty must conform to high and stringent standards and, at present, most patients completing treatment are discharged to civilian life. If there is evidence that treatment has not been successful and that a drug problem still exists, patients are transferred directly to the Veterans Administration.

Both Marines and Navymen are treated at NDRC Miramar. The Center received the majority of its clientele through the Exemption Program which provides that punishment be withheld for men who voluntarily seek treatment for drug abuse.

Spelling Out the Program

The program is not set up for drug detoxification and all personnel requiring medically supervised withdrawal will be treated at a naval hospital.

Patients wear the uniform of their respective services and adhere to all naval and base regulations.

environment is not one of operational urgency where every second counts, but one of personal urgency where every thought or expression is vital.

A few Navymen and Navywomen look upon the drug rehabilitation centers as a kind of haven for malcontents and malingerers where they are "pampered" and "coddled" until "processed" out the back door of the Navy. This is simply not the case. Unfortunately, many of the personnel treated at rehabilitation centers are eventually discharged. However, in every case, the decision to separate a member from active duty is reviewed and approved by the Enlisted Performance Division here in the Bureau of Naval Personnel. Successful rehabilitation is dependent on the individual's willingness to change. Those who do not respond to therapy and are eventually separated must live with the social and economic disadvantages usually accorded to a person with a drug-related discharge as well as the ever-present legal and physical danger associated with the drug or drugs.

After having visited the center in San Diego on two separate occasions. I am confident that it is fulfilling its mission. The staff at NDRC Miramar, like that of its counterpart in Jacksonville, is a group of professional Navymen and civilians who are dedicated to helping their shipmates. Admittedly, it is hard to measure the "success" of something like a drug rehabilitation center until you look into the life of someone who has benefited from the therapy, especially someone who has been returned to active duty. Hopefully, everyone who becomes a member at one of our drug centers will benefit from the program, but there is no guarantee of complete rehabilitation. In fact, the only claim that the staff at NDRC Miramar makes is: "That a man is better when he leaves than when he arrived." When you think about it, that is quite a claim for any command.

As I left the center I could not help wondering where some of the members would be if someone would have taken an interest in them before they "got into drugs." No doubt there are many reasons why people become involved with drugs but some of the simpler states of boredom, depression, anxiety, ignorance and lack of dignity and self-esteem are a few of the situations that most of us can observe and relate to as leaders and shipmates.

A person's self-esteem or self-image, for example, is built in part from the statements others make about him and the way they behave towards him. Each of us is a kind of mirror through which others see themselves. Not unlike a row of dominoes, human behavior is interrelated and this is why it is important to be positive, knowledgeable and understanding. There is a lot to be said about being friendly, inviting a shipmate to a game or a night out or even taking a man aside and sharing a book or a word of advice about drugs. When you get right down to it, that is what being a good shipmate and leader is all about. If you would lay down your life in battle for a shipmate, doesn't it make sense to learn the facts about harmful drugs and then share them with your shipmates?

I certainly think it does! Take an interest in the drug problem. Learn the facts about drugs and drug abuse. Protect yourself and your shipmates.

Military staff members also wear their uniforms.

The question is often raised as to whether the flavor of a military setting imparted by uniforms and the hierarchy designated by rank hinders therapy. It has been our impression that it does not. In fact, if a realistic confrontation and resolution of problems with rank, authority, and military structure is to occur, the wearing of the uniform is essential. In any event, once a therapeutic relationship has been established, uniforms tend to become irrelevant.

In addition to the therapeutic programs, the rehabilitation center contains educational and vocational training services. A man's service record is reviewed shortly after his arrival. His educational and vocational deficiencies are noted and an appointment is scheduled with the Educational Services Office. During this interview, the patient is offered high school equivalency training, college level courses and a wide variety of occupational placements. The object here is that whether a man remains in the service or leaves, his chances of maintaining his self-esteem and realizing his life's goals are enhanced if he has acquired some education and/or vocational skills which he can turn to useful purpose. As with many other areas of the total program, consideration is directed toward the needs of the whole person rather than focusing exclusively upon his extent of drug involvement.

Background of Patients

PERHAPS THE GREATEST single problem encountered by the staff of the rehabilitation center was that most patients arrive without motivation either for rehabilitation or for continued military service. Young, healthy and receiving regular pay checks, most of the men were still involved in drug abuse at a stage where it appears to be fun. *Almost none have had the degrading personal experiences which become the lot of the addict whose luck has run out.* As a result, many are at first reluctant to take their drug usage seriously.

Many past and current patients claim that their drug abuse is primarily situational and will resolve itself if they are separated from the military service. A few claim that drugs might possibly constitute a source of future trouble but they express a desire for follow-up care at civilian agencies of their own choosing. Many patients are initially hostile to the idea of rehabilitation, especially in a military setting.

Administrative difficulties with the trial Amnesty Program instituted in Vietnam in May 1971, and the Exemption Program which subsequently replaced it, resulted in a majority of the early patients arriving at NDRC with the intention of obtaining separation from the military. They had the expectation that claiming exemption from prosecution for their confessed (real or fabricated) drug abuse would guarantee them a discharge under honorable conditions regardless of their participation in a rehabilitation program.

The drug abuse program, by being associated with the possibility of premature separation, thus became an avenue of attempted escape for young, disenchanted men who wanted a quick and easy way out of an unhappy situation. It has been discovered, however, that if even the most verbally abusive and uncooperative patients are retained at the Center beyond the first one or two weeks, the patients' initial apprehension, hostility and uncertainty begin to dissipate and they begin more realistically to explore the internal problems existing in their own personalities instead of issuing blanket denunciations of the world at large.

When capable of lowering their defensive barriers, the patients then expose feelings of low self-esteem, identity problems, inability to handle intimate situations, and frustrated strivings for acceptance along with recognition in a world which appears too complex and indifferent.

Once these basic conflict areas have been confronted, it is then possible to deal with the patients in the spirit of mutual respect and confidence which is necessary for therapy to exist. The fact that this has occurred is a tribute to the sincerity and obvious concern and dedication of the entire staff of the Center.

Admissions Level Off

A SECOND MAJOR PROBLEM was the dramatic influx of patients during the first hectic weeks of operation. By the end of September 1971, more than 500 men had been admitted to the Center and approximately 348 were still in residence. This number exceeded the Center's original capacity by 75 per cent.

However, by October, admission to the Miramar Drug Center was limited and an accelerated and intensive screening of the men in residence took place so that poorly motivated men could be released. Because of these circumstances, any effort to assign men systematically to the various therapy tracks was impossible. Currently, with the patient population reduced to a more manageable level, assignments are made more in accordance with the patient's specific needs and problem areas.

CONTROL OF DRUG TRAFFIC is a continuing problem. Drugs can become available wherever the demand exists—even in prisons and in locked psychiatric wards. It was inevitable, probably, that they should also show up among patients at Miramar.

The Center is not a security area; there are no fences, spotlights or guards. There are 16 outside doors in the barracks and none of the windows are locked. Despite periodic urine screens which occur randomly twice a week, and inspections of the living spaces, drugs continue to appear from time to time, depending primarily upon the type of patient population and the extent to which peer pressure in the therapy tracks can be mobilized against their importation.

In a rehabilitation setting, some backsliding is to be expected. When it occurs, it is dealt with initially within the therapeutic community. If the extent of drug use has became flagrant or a question of dealing is involved, the matter then becomes a situation involving the commanding officer.

Excessive positive urines and/or continued drug trafficking is considered to be indicative of poor motivation and may became grounds for disciplinary action and/or dismissal from the program.

Another significant problem area faced by any drug treatment center of whatever type and whatever location, is the matter of gaining acceptance by the local community—in this case the military population stationed at the Naval Air Station.

There was an initial tendency to project many fears and worries upon the rehabilitees. There was also a tendency to resent the renovated barracks in which they lived and the imagined pampered quality of their lifestyle, to say nothing of misconceptions regarding "therapy." This is a term often subject to the broadest of interpretations, even in professional circles.

To the Center's staff, a group of patients sitting with their primary counselor under a tree constituted a valid discussion group. To a passing sailor putting in a 12-hour work day, however, they were "goofing-off." The situation was not aided by the fact that, on occasion, especially during the early months of the program, the rehabilitees drew attention to their own presence thereby proclaiming to the air station at large that they were the "Druggies" from "Rehab."

These problems, wholly understandable, are not unusual in any program which establishes a facility to care for persons regarded with suspicion by the local community. The situation has been handled by maintaining good relations with the other facilities on the base and by ensuring that the rehabilitees obey the same rules and standards of appearance, behavior and conduct as do the other residents of the air station.

Internal Communications

CONSIDERING THE CHARACTER of the Center and the diversity of its staff, considerable emphasis had to be placed upon maintaining internal communications. The organization is a line command in which a physician administers the major operational department which employs civilians ranging from social workers to ex-addicts. It has the job of providing a rehabilitation effort to a group of angry and rebellious young men who aren't altogether certain they wish be be rehabilitated. Such a command is, by its very nature, an unusual community and requires great flexibility, patience and forbearance on the part of all staff members.

Many staff meetings were necessary to establish the atmosphere of mutual trust and respect which now exists. That such an atmosphere does exist is again a tribute to the staff who weathered the initial throes of uncertainty and confusion.

In view of the considerable effort which the nation has lately made in drug education, our patients, as a whole, manifest a general lack of realistic information about the drugs they have been using, despite their claims of expertise gained from extensive self-administration. Most are ignorant of significant medical side effects of the drugs, or take comfort in the belief that "it can't happen to me."

Many are critical of the customary forced didactic lecture sessions to which they have been exposed, both in the military and in civilian schools, and they indicate they got more from informal drug discussion groups. One of the frequently raised arguments is the claim by the young enlisted man that he can't trust anyone from the establishment who has been assigned the task of disseminating information on drugs and drug abuse.

How Is Success Measured?

THE SUCCESS OF A PROGRAM such as this is hard to quantify, although one of the stock questions invariably asked by visitors is "How much success are you having?" Evaluation of success is at least partly a function of time—how long the patient remained off drugs—and this is, of course, impossible to say at the present.

Follow-up questionnaires are planned for patients who have returned to civilian life and will be mailed at intervals of six months, one and two years. Over 1300 patients have come through the Center since its inception and, the process of follow-up has just begun.

Determination of the status of patients returning to the military is more easily obtainable. So far, only three cases of unsuccessful adjustment to the military are shown, although the time factor is so short that this figure is scant cause for celebration.

It must ultimately be admitted that many, perhaps most, of our accomplishments will turn out to be relatively intangible. It may be measured as a man who feels better; who has a better relationship with himself and his society; whose pattern of drug use has shifted from harmful drugs to more innocuous substances; or who has simply grown up a bit because someone was willing to spend some time with him. These results are difficult, if not sometimes impossible, to measure.

Recognizing this, the Center is now embarking upon an extensive program evaluation which hopefully will provide new insights to the drug abuse problem.

The Naval Drug Rehabilitation Centers at Miramar and Jacksonville make up but one element of the Navy effort in the Drug Abuse Control Program. They treat individuals who have been evaluated as drug dependent—either physically or psychologically. More local counseling efforts with drug "experimenters" and non-addicted users are carried out by 30 Counseling and Rehabilitation Effort (CARE) Centers. Watch for a report in a future issue of ALL HANDS *focusing on this aspect of the program.*

PREP Participation

Sir: After 17 years of naval service, I still lack two high school credits for my diploma.

I enrolled at Waukegan High School under the PREP Program, or so I thought. I completed Veterans Administration form 21E-1990p and got the necessary signatures only to receive a call from the local VA office saying that the GI Bill will pay for the courses but that it will be counted off my 36 months' entitlement. I was told that PREP courses have to be set up through the educational office and held through a base program.

I would appreciate some clarification concerning the PREP program.—C. H. H. EMCM.

• *Under PREP legislation all schools and colleges offering PREP programs must be approved by the VA state approving agency. PREP programs, once approved, are usually offered on military installations in order to make them readily available to military personnel. However, if a school is approved, military personnel may attend the school itself.*

There are basically two kinds of PREP. One is for the enrollment of personnel in high school courses required to earn a high school diploma. The other provides for remedial, refresher, and deficiency work which an individual who has a high school diploma needs in order to qualify for entry into postsecondary training. OpNavInst 1560.5 of 10 Mar 72 provides that military educational services officers may certify a serviceman's application for PREP only for courses in remedial English and math. Guidelines with regard to GCT scores are provided to assist the educational services officer in making such a certification. All other certifications as to need for a high school diploma or other remedial, refresher or deficiency work must be made by the institution which is VA-approved to offer PREP. —Ed.

Practical Factors

Sir: I would like clarification of paragraph 105.2C of the Manual of Advancement which states in part: "All military requirements as contained in the Manual of Qualifications for Advancement in Rating, up to and including the pay grade for which qualifying, must be completed prior to participation in military/leadership examination."

My interpretation concerning practical factors differs from that of the local personnelman, in that only the military practical factors and not the professional must be completed before a man is eligible to take the leadership exam. The personnelman contends that all practical factors, including professional, must be completed before a man can take the leadership exam.—H.M.L. YNCS.

• *We have been informed that your interpretation is correct. In this way, a member who may fail the Mil Lead examination one time can try again without forfeiting a semiannual exam for promotion.*—Ed.

Mothball Fleet

Sir: In 1957, while traveling by train from Washington to California, I believe I saw a mothball fleet somewhere in the state of Oregon. Can you tell me if such a fleet existed? —A. C. AK1.

• *We have been informed that in the 1950s there were two reserve fleets in Oregon. The Navy had a reserve fleet in the Columbia River. This fleet was used to berth small ships, such as PCs, PCEs, LSMs, etc. The Maritime Administration had a reserve fleet in Astoria, Ore. This fleet was used to berth old merchant ships that were no longer in service, but were being kept for mobilization should an emergency arise. Both fleets have long been disbanded and the ships moved to other Navy and Maritime Reserve Fleets or sold for scrapping*—Ed.

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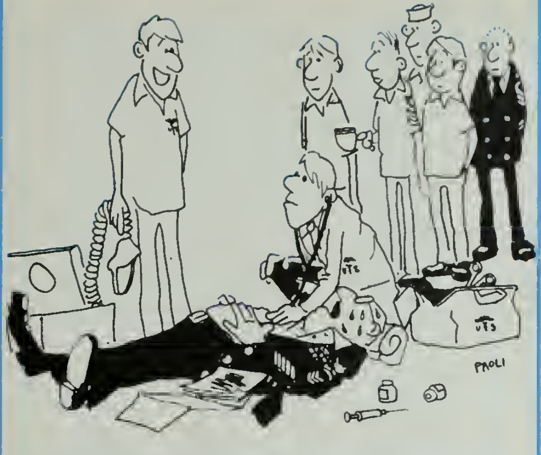
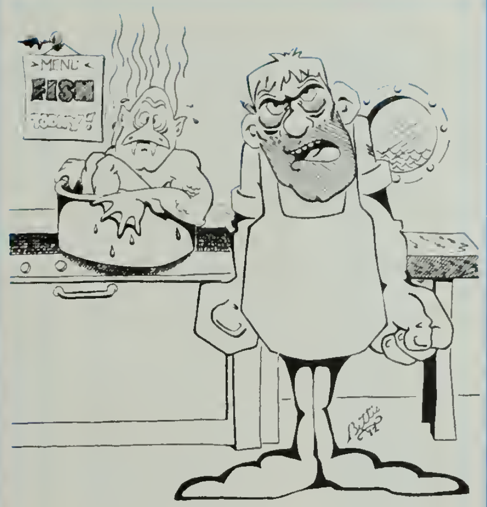
Honorable Mention—IC1 Jeremiah H. Paoli



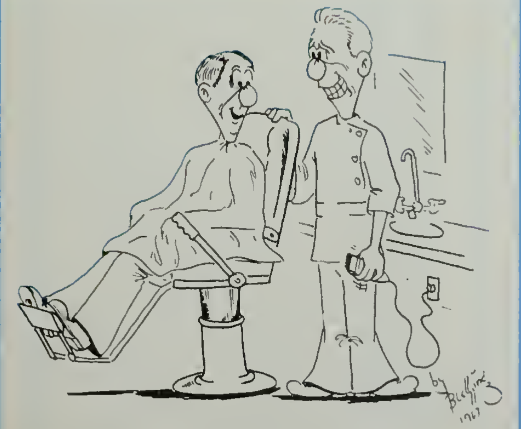
"This month's playmate must be outa' sight!"

Honorable Mention—HM3 James I. Bettis



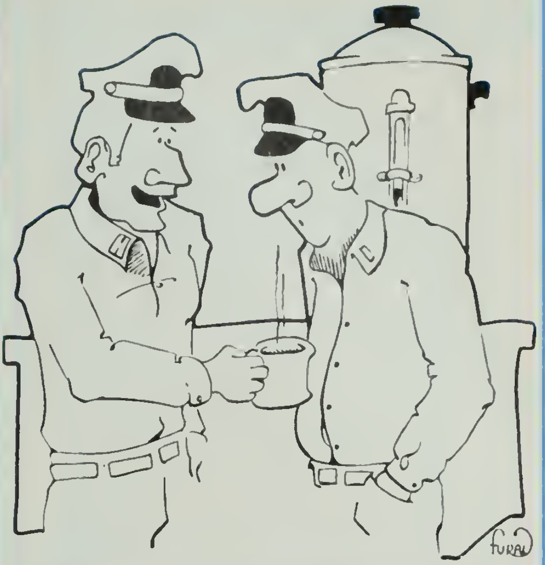
"What's the matter, ain't yo ever seen FISH before?"

Honorable Mention—QM1 Thomas J. Blessing



"Some roll that was . . . eh, Mac?"

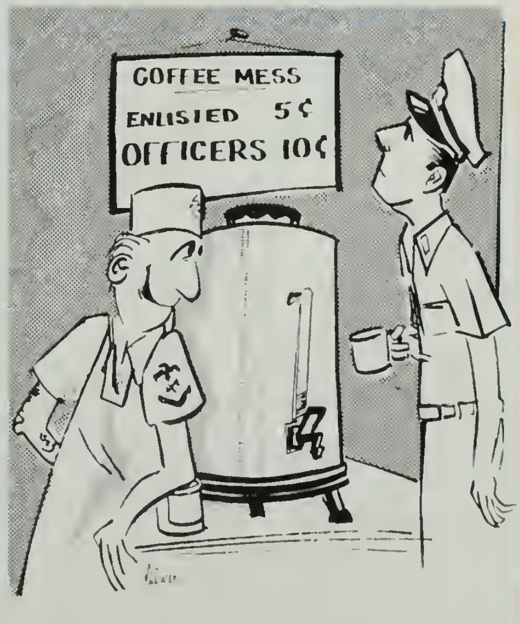
Honorable Mention—SN Eric D. Furan



"Here, have a bite."

on the serious side

Honorable Mention—JOC John D. Harris and JO3 Stephen D. Duren



"That's what's known as your 'Sir' tax!"

TAFFRAIL TALK

EVEN THOUGH it was thought to be a "first" in zoo history, the announced arrival of "Yakutat," a 100-pound Alaskan Blue Bear, at the famous San Diego Zoo drew relatively little attention from the public. But for those people who were involved in "Operation Blue Bear," Yakutat's safe entrance in the zoo meant a great deal—to put it mildly.

Operation Blue Bear began on a recent Friday afternoon when Captain Frank Armstrong, Eleventh Naval District assistant chief of staff for administration, put through a telephone call about "a rare bear in Alaska which was in danger of being killed." On the other end of the line was Commander Marchel Tevelson, West Coast director of the Navy's Project Handclasp. .

"CAPT Armstrong had heard that Dr. Donald Kintner, the San Diego Zoo director, was interested in saving the bear," CDR Tevelson said, "and he wondered if I—with my contacts through Project Handclasp—might be able to help."

The endangered species warning had come from a 14-man Coast Guard station in the small Alaskan town of Yakutat. The male Blue Bear, also known as a glacier bear, had become a town nuisance by rummaging through homes and yards for food—and breaking into the Coast Guard station to eat his fill of cupcakes, no less.

"The townspeople were becoming upset," said CDR Tevelson, "and on top of that, hunting season was in full swing and local hunters had been stalking the bear. The time factor was vital.

"As a Navy pilot, I knew some of the problems in setting up this kind of transportation, so I started calling anybody I thought could help—Navy, Air Force, Coast Guard, Air National Guard. I didn't care as long as it might pay off." And, after what seemed like endless calls to Alaska, Washington, D. C., and all over the West Coast, CDR Tevelson's tenacity did finally pay off, with cooperation from all sides—except the weather.

"Since it was now the weekend," he said, "I was able to arrange for a special California Air National Guard training flight of a C-54 transport." After picking up Dr. Kintner's staff in San Diego, the aircraft made a stop at McCord Air Force Base in Washington State—and found out they couldn't continue because of bad weather along the flight path to Alaska.

Not willing to give up, CDR Tevelson took a gamble. "In one of my many previous calls I remembered talking to the Alaska Airlines people," he said. He called again and their cooperation was immediate, providing travel arrangements to Yakutat.

But that still wasn't the end of the problems. It took the team much longer to locate and tranquilize the bear than they had expected and, when they did succeed, the C-54 arranged for the pickup was again snowbound in Washington. Once again Alaska Airlines came to the rescue by providing travel arrangements for the zoo team and the bear to Seattle-Tacoma airport.

The rest was all downhill. The team and their Alaskan Blue Bear landed at Miramar Naval Air Station and were soon safely back at the San Diego Zoo. But it almost didn't happen that way and all who were involved agree that, if it were not for a determined Navy commander and his telephone, Yakutat's beautiful silver-blue coat would have been some hunter's prize instead.

The All Hands Staff

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• A CREWMAN IN COLD WEATHER CLOTHING stands on the flight deck of the amphibious assault ship USS Guadalcanal (LPH 7) during Operation Snowy Beach along the coast of Maine.

PLOTTING YOUR FUTURE?

THE NAVY HAS A LOT TO OFFER

(CHECK THE "NET WORTH BALANCE SHEET" IN THIS ISSUE)

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in this issue:
New Uniform in the Navy

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• FRONT AND BACK COVERS: ON WITH THE NEW—As of 1 July this year the new uniform will be in effect and may be purchased along with any or all of the new options by Navymen E-6 and below. Here is a sample of the service dress blue uniform in regular or double-knit fabric and with the straight-legged or flared trouser. Front cover photo by PH1 Charles R. Pedrick. Back cover photo by BuPers photographer Denzil O. Evans.

• AT LEFT: SUNSET OVER SPRINGFIELD—PH2 Harry E. Deffenbaugh, Jr., captured the mood of a ship at rest in this photo of USS Springfield (CLG 7) docked at her home port of Gaeta, Italy.

Above and facing page: Examples of the new dress blue uniform made from the optional double-knit fabric and with or without the optional flared trousers. Right: The old and new—far left is the new winter working blue uniform beside the new white uniform.

COMING SOON...

THE NEW UNIFORMS

THE FIRST OF JULY this year will mark the beginning of a period which will see great changes in the Navy uniform. Inasmuch as ALL HANDS Magazine and the Navy Uniform Affairs Office have received a number of questions on this subject, the Uniform Affairs Office has provided us the following answers:

Q. ***Why was the enlisted men's uniform changed?***

A. Mainly because Navymen indicated that they wanted a change. In December 1970, a poll was taken among 4000 Navymen of all ranks and rates. Those queried were scientifically selected so their views would represent those of 95 per cent of the entire Navy. Results of the questionnaire showed that 80 per cent of all enlisted men E-6 and below preferred that the dress blue uniform be replaced by a coat and tie style. Since 92 per cent of the officers and chiefs who were queried had a favorable opinion of their dress blues, the Navy decided to use it as the basic uniform to symbolize a united organization striving for common goals.

Q. ***When will the new uniform be authorized?***

A. Beginning 1 Jul 1973, recruits will be issued one lightweight and one heavyweight double-breasted blue uniform as part of their seabags rather than the traditional jumpers and bell-bottoms. After that date, all other Navymen in pay grade E-5 and below may procure the same uniform if they so desire. (E-6 are already authorized to do so.) After 1 Jul 1975, however, the new uniform will become mandatory, except for men leaving the Navy as late as 1 Jul 1976 who will not be required to purchase new uniforms.

Q. ***Who pays for the new uniform?***

A. The new uniform will be issued only to recruits. Other Navymen will purchase it at their convenience during the two-year phase-in period. The purpose of the monthly clothing allowance which is included in every enlisted man's pay check is, of course, to purchase replacement uniforms in maintaining his seabag.

Q. ***Where may the new uniform be purchased and how much will it cost?***

A. Uniforms and the associated accessories may be purchased after 1 Jul 1973 from clothing and small stores for about $45.00. Optional uniforms in both wool blend or double-knit materials, with or without flared trousers, may be purchased from Navy exchanges or other outlets but at higher prices than those found in Navy clothing and small stores.

Q. ***Will small stores still carry the jumper-style uniform?***

A. Old-style uniform items will be available for sale through Clothing and Small Stores only as long as residual stocks exist and/or the official wear period terminates, whichever occurs first.

Q. ***What do I do with my old uniform?***

A. You have several options. You may keep your old uniform for posterity; donate it to the Boy Scouts or the Sea Cadets both of which can use old uniforms. If you want to donate your uniform to some worthy

cause, your command will have a procedure whereby this can be accomplished.

Q. ***What are the rules for wearing the new uniform?***

A. Basically in the same manner now prescribed for officers and chief petty officers. The rules can be found in Chapter Nine of the Navy Uniform Regulations. All the options approved in the regs for officers and CPOs also apply to 1st class petty officers and below, including french-cuffed shirts, buckle shoes, tie clips and pins, and cuff links. The latter two items should be of silver rather than gold.

Q. ***Are silver belt buckles permitted?***

A. Yes, the brushed silver type now worn by the Air Force will be used but with the standard black and white Navy belts. The clip at the end of each belt will also match the buckle.

Q. ***How should rating badges and service stripes be worn?***

A. They will be of the same type and worn in the same manner as in the past except that sleeve stripes will be 5¼ inches long rather than the current seven inches.

Q. ***What about overcoats?***

A. The current peacoat and raincoat will be retained. No overcoat comparable to the officer/CPO bridge coat is planned for Navymen in pay grades E-6 and below.

Q. ***Will the present enlisted work uniform be replaced?***

A. Yes. The straight leg, jumper style working uniform is being modified to have flared trousers and a button shirt. You should be seeing these modifications in the Fleet shortly. As stocks of the current materials are depleted, new fabrics, lighter in weight, will be introduced into the system for use in this modified uniform style.

Q. ***When will the dungaree, chambray shirt uniform become obsolete?***

A. Probably not for some time. It has been declared an optional working uniform and most likely will retain that status indefinitely. You will, however, not be able to procure the dungarees and chambray shirts at small stores. They will be available at Navy exchanges and probably elsewhere, too; yet, you can't mix the working uniforms. Denim dungarees may be worn only with chambray shirts. The heavier weight flared or straight working blue trousers may not be worn with chambray shirts.

Q. ***Is the new working cap the only authorized working cap?***

A. The new blue baseball style working cap is rapidly replacing the old style cap. Once the new cap

Far left: New winter working blue and new dress blue uniforms.
Left: New white uniform and winter working blue.

is available everywhere, it should be the standard headgear worn with dungarees and working blue uniforms. White hats will no longer be authorized. Organizational ball caps may still be worn on base, however, and watch caps remain optional for cold weather wear.

Q. ***Will the undress blue uniform be replaced?***

A. Yes. As part of the new uniform program, 1st class petty officers and below may purchase and wear at their option the officer/CPO blue flannel shirt. Dress blue officer/CPO type trousers, black shoes, white cap cover, tie and rating badge will complete the uniform.

Q. ***Will undress whites still be worn?***

A. The undress blue and white uniforms become optional on 1 Jul 1973 and will be phased out on 1 Jul 1975. They will not be issued with the seabag beginning 1 Jul 1973.

Q. ***What about tropical whites?***

A. They are being retained.

Q. ***Is it true that ships' unit identification marks, Navy "Es" and other distinguishing marks will not be worn on the new dress blue uniform?***

A. Yes. These distinguishing marks were designed for use on a jumper and would not be appropriate for a dress coat. They may, however, still be worn on jumpers and on tropical white shirts until 1 Jul 1975 or until the current supplies become exhausted, whichever occurs first.

Q. ***What is the policy concerning command patches on the blue working jacket?***

A. Only two command patches are allowed—one on each breast.

Q. ***Are double-knits approved for officer/CPO khaki and white uniforms?***

A. Yes, they are. They may be obtained at most uniform outlets.

Q. ***May double-knits be worn for inspections?***

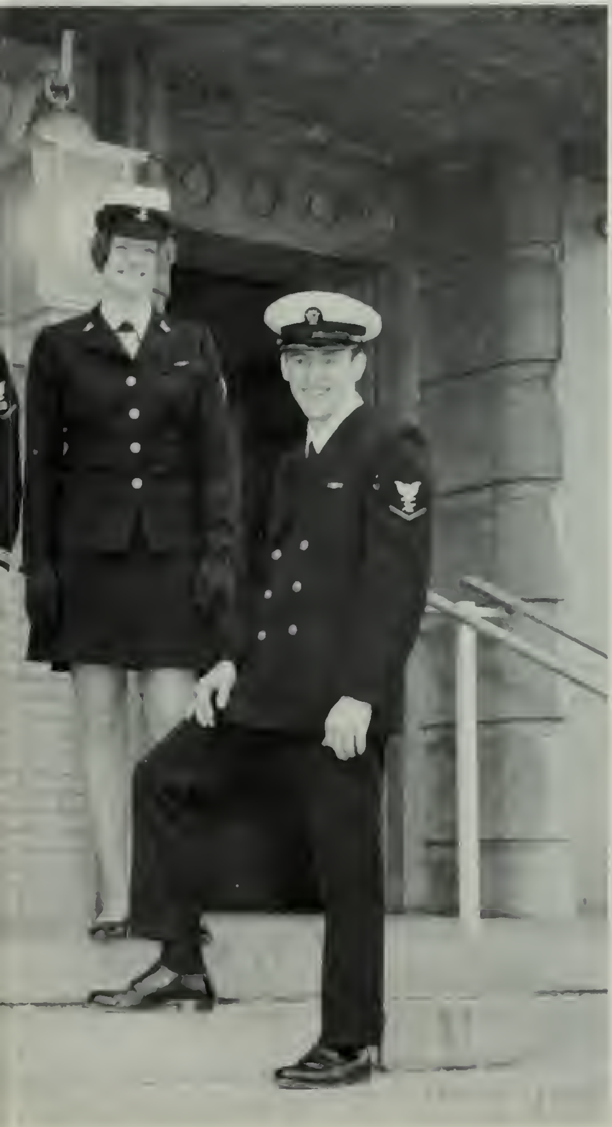
A. Yes.

Q. ***May officers and chief petty officers wear flared trousers?***

A. Yes. Officers and chiefs were recently allowed the option of wearing flared white and khaki trousers along with the previously approved flared blue trousers.

Q. ***May flared trousers be worn at inspections?***

A. This would be at the discretion of respective commanding officers.



Q. ***Are Navymen in pay grades E-1 through E-6 authorized to wear the Type B or CPO style white trousers?***

A. The Type B trousers with pockets and zipper fly are authorized. This slightly flared trouser will have a fore-and-aft crease in contrast to the side-creased type A white trousers. Officer/CPO style trousers may be worn on an optional basis as long as the new E-1 through E-6 combination cap is worn.

Q. ***When will the CPO service dress white uniform be phased out?***

A. The CPO service dress white uniform will become optional 1 Jul 1973 and be completely phased out by 1 Jul 1975.

Q. ***When will the service dress khaki uniform be completely obsolete?***

A. This uniform will become optional on 1 Jul 1973 and will be completely phased out by 1 Jul 1975. Long-sleeve khaki shirts will still be worn as part of the working khaki and aviation green working uniform, however.

Q. ***May the khaki jacket be worn with the working uniform?***

A. Yes. The khaki jacket may be worn with tropical khakis, working khakis and aviation greens without the blouse. It may also be worn on liberty with the tropical khaki long uniform with ribbons. Officers wear metal rank insignia devices on the shoulder tabs but chiefs do not. No patches are authorized on this jacket because they wouldn't be suitable on a liberty outer garment.

Q. ***What has been the reaction to the uniform changes?***

A. Navy recruiters were first authorized to wear the new uniform about six months ago. Reaction from both the civilian and military population has been favorable. Since that time, exposure has been continued throughout the Navy. With authorization provided to all 1st class petty officers early in January, comment has been received that the new uniform is liked and accepted by most Navymen.

So, as we continue to move closer to the formal introduction date of 1 Jul 1973, there is much excitement and interest in the new uniform.

At left: Different views of the new dress blue uniform. Here's a chance to compare old with new.

To The RESCUE

NOT A BAR OR A LOUNGE, the "Hot Spot" at U. S. Naval Station, Roosevelt Roads, Puerto Rico, is a truck just off the runway manned by three persons. Backed by two standby crews, their job is to meet any emergency that may arise on the airstrip of the station; with an average of 110 flight operations a day, an alert crash crew is a necessity.

Always on call, the 42-man crew spend 360 hours a month on duty and continually train for this dangerous job. Only after eight months of training is a man considered a fully qualified crash crewmember, which means that he can operate all equipment and man any position on the crash truck. But even before a man can practice on a crash truck crew, he must complete two weeks of classroom training and have fought five controlled type fires. Constant training is the key to the crew's professionalism. Once a week a controlled fire is set and the crew practices rescuing a dummy from the cockpit of a simulated aircraft fire. The best way to rescue a pilot from each type of aircraft is demonstrated and practiced. Even the plane's structure must be learned in order to locate and isolate the areas of the plane which hold the fuel tanks, and to free the pilot quickly.

According to Aviation Boatswain's Mate 1st Class Bill G. Reeb, the leading petty officer, many men joining the crash crew have found real satisfaction in the trust and responsibility required of them as part of the crew. The constant training and the teamwork called for to maintain equipment readiness instill a strong sense of pride.

Pilots using Roosevelt Roads' airfield can be sure that the crash crew is always ready to assist in emergencies—that the "Hot Spot" will be there to keep things cool. □

OPERATION SELF-HELP

WE EARNED THE BRONZE HAMMER!

THE BRONZE HAMMER AWARD given by the Chief of Naval Operations to the most outstanding Self-Help participants marks an end and a beginning for the Navy's Self-Help Program. No longer is Self-Help a concept or temporary program being observed for its feasibility. It is now a permanent part of the Navy's mission.

Partially a result of Navywide retention studies which indicated that good recreational and living facilities often make the difference between reenlistment and release from active duty, the Self-Help idea was developed to meet the needs of the Navyman and his dependents. From improved bachelor enlisted quarters to swimming pools, Self-Help projects were directed toward facilities of interest to the Navyman and his dependents. Personnel habitability, as opposed to operations or maintenance, was the target for improvement.

The formation of 17 naval construction battalion units by the Secretary of the Navy provided the necessary combination of technical skills and heavy equipment for jobs, while the amateur self-helpers provided most of the muscle. These CBUs were spread across the country. Services of the CBUs were made available to neighboring commands in their localities as proposed projects were approved and funds allocated.

IMPROVEMENTS to habitability considered for the Bronze Hammer Award consisted mainly of improvements to and alterations of existing facilities. Since the foundations of the Self-Help Program are the CBUs and the Self-Help worker, the awards were established according to the number of enlisted people at the activity and the availability of a CBU to assist the activity. Within each of the four classifications designated, the size, complexity, type and variety of projects were studied and reviewed. But the quantity of alteration or construction was not the only thing considered. The quality of the work—including use of resources and permanence of the finished product—was of prime importance. High on the list of evaluation points was the ingenuity shown by each command, particularly when it came to finding the funds for a project—a task which was solely the responsibility of the command proposing the job.

In addition to the activity awards, a special award was established for those Navy organizations which do not have primary responsibility for management of personnel support facilities but which made significant contributions, through Self-Help, toward the improvement of these facilities. Tenant activities, Fleet units, community groups, and Reserve units are examples of organizations which might qualify for this recognition.

BRONZE HAMMER

IN THE CATEGORY of activities with an enlisted allowance of greater than 1000 and a CBU in the immediate area:

Naval Air Station, Miramar, Calif., took the honors with its largest project being the conversion of open bays in the Bachelor Enlisted Quarters to rooms complete with drapes and new electrical fixtures. Two new holes, complete with tees, greens, fairways and a lake, were added to the golf course. The self-helpers of Miramar's wide-ranging Self-Help Program improved parking areas, installed a storm sewer in the Navy Exchange area to improve drainage, prepared a site for a new bowling alley, built shelters for horses, erected a new corral at the horse stables, and started work on a camping area and an athletic field.

THE RUNNER-UP PLACE went to Naval Air Station, Barbers Point, Hawaii. The self-helpers at this air station made extensive use of Seabees from CBU 413 to convert an abandoned dining hall into a gym—a job which included laying a complete hardwood floor. The procuring of the wood for this floor by close observation of surplus lists is an excellent example of the ingenuity that can make a project. At this air station a teen center was also constructed, work started on a new hobby shop and rooms built in the enlisted quarters.

IN THE CATEGORY of activities with an enlisted allowance greater than 1000 and no CBU in the immediate area:

To win the award in this category, the self-helpers at Naval Communications Station, Philippines, completely rehabilitated the entire enlisted men's club without closing the club. They rebuilt the roof and installed new floors, walls, ceilings and electrical wiring throughout. In the same time frame, they also started work on rehabilitating the enlisted quarters to provide modern, air-conditioned rooms for tenants.

Two runners-up deserved recognition. Conducting primarily an after-hours program, Naval Station Roosevelt Roads, Puerto Rico, accomplished a wide variety of projects during the year. Its activities included the renovation of the Senior Petty Officers' Mess; remodeling a dining hall; construction of boat slips at the marina; and improving recreational facilities such as ball fields, tennis courts, stables, the theater and the skeet range.

At Naval Air Station, Patuxent River, Md., an outstanding rapport with the Reserve Seabees in the area helped accomplish numerous projects during the year. Carefully coordinating all planning, administration and logistical requirements, they used the technical expertise of the Seabees to guide their program through projects that included rehabilitation of the sailing facilities; construction of a bridge walkway; and improvement to recreation areas, the scout building, hobby shops and the pistol range.

IN THE CATEGORY of activities with an enlisted allowance of less than 1000 and a CBU in the immediate area:

Naval Weapons Station, Concord, Calif., proved the tops with its long-established program of operation under a junior officer of the Civil Engineer Corps. Tapping the expertise of the Public Works civilians when necessary, they upgraded the Marine barracks by installing drop ceilings and new lighting and con-

verting the last remaining open bay wing into rooms. By repairing some of the existing structures and constructing a few new buildings—some of which were obtained through excess listing, as was much of the equipment to outfit the hobby shops—an auto hobby shop and a woodworking shop were made available for off-duty relaxation. Also improved were the playground and softball field.

TWO FINE COMMAND ACHIEVEMENTS called for two runners-up. At Naval Torpedo Station, Keyport, Wash., self-helpers provided quality improvements to their habitability by constructing rooms in the enlisted quarters, and by building social facilities such as a bar, playgrounds and a picnic area. A game preserve was established which required the construction of a dam and spillway structure. Improvements were also made to the commissary, and work started on a small bore range, a trailer campground, ball fields and recreation areas.

Participation in the self-help program at Naval Ammunition Depot, Oahu, Hawaii, resulted in the conversion of a quonset building into a new Navy Exchange store and the construction of a new Navy Exchange service station. Here, too, open bays in enlisted quarters were converted into rooms and improvements were made to the theater, swimming pool area, dining hall, beer garden and parking lots.

THE GROUP OF ACTIVITIES with an enlisted allowance of less than 1000 and no CBU in the immediate area:

(See Page 15)

Facing page above: A new corral at the horse stables of NAS, Miramar, Calif. Facing page left: A new gym converted from an abandoned dining hall at NAS, Barbers Point, Hawaii. Top: Also in the Barbers Point area is a beautiful teen center, recently constructed at Iroquois Point. Above: Boat slips and storage houses now serve NAS, Roosevelt Roads, Puerto Rico. Right: A youngster gives a hand in building a bridge walkway at Pax River.

BRONZE HAMMER

Above: Seabees improve a playground at Naval Weapons Station, Concord, Calif. Below: New social facilities, such as this bar, now serve the personnel of Naval Torpedo Station, Keyport, Wash. Right: Renovation of the BEQ at NAD, Oahu, Hawaii.

Top: Constructing the Navy Exchange gas station at Naval Ammunition Depot, Oahu, Hawaii. Above: The Naval Air Reserve Unit at NAS, Lakehurst, N. J., now enjoys very comfortable enlisted quarters thanks to Self-Help efforts.

Naval Air Station, Fallon, Nev., was judged the winner after accomplishing a wide range of projects including the construction of a temporary swimming pool, the renovation of three guesthouses, and the addition of modern lighting and a recreation room to the bachelor enlisted quarters. Utilities serving the skeet range were upgraded and a trap range was constructed as were horse corrals and a children's playground. The improvement of parking lots, construction of bus stop shelters and rehabilitation of the commissary store were among the other projects accomplished.

Runner-up was Naval Security Group Activity, Todendorf, Germany. Although the smallest activity recommended in this category, this command completed four impressive self-help projects during the year. One was the conversion of a vacant room into a library which required painting and wallpapering, outfitting the library with shelving and furniture—and cataloging over 2000 volumes. The dining hall was refurbished and the lounge area of the bachelor officers'/chief petty officers' quarters was partitioned into two separate lounges. The enlisted men's club is currently being enlarged to provide a game room, and work has brought about improvement to the hobby shop, bookstore and enlisted lounge.

LISTING OF SPECIAL AWARDS:
One of the four winners was the Supervisor of Shipbuilding, Conversion and Repair, Groton, Conn. Here the self-helpers embarked upon a habitability improvement program directed at the World War II vintage areas used for the berthing and messing of crews during the period that their ships are undergoing overhaul at the yard. Changes included installation of personnel lockers, air-conditioning, spring-type bunks, better lighting, deck repairs, better head facilities and better messing equipment. For use during off-duty hours, crews' lounge areas and game rooms were constructed.

A tenant command at the Naval Air Station, Lakehurst, the Naval Air Reserve Unit there obtained funding for and completed the renovation of the enlisted quarters assigned to them. The work included improvements to the entranceway, lobby areas, interior passageway, lounge areas and individual rooms. Work in the rooms consisted not only of paneling, but also installing new sinks, medicine cabinets and providing larger closet space.

Although unable to obtain Seabee expertise, the Naval Security Group, Azores, demonstrated a high degree of ingenuity by constructing a 25' x 70' building from the footings up. The new structure contains a general purpose room with fireplace, a kitchen, head, laundry and patio with stone charcoal grills and drink cooler.

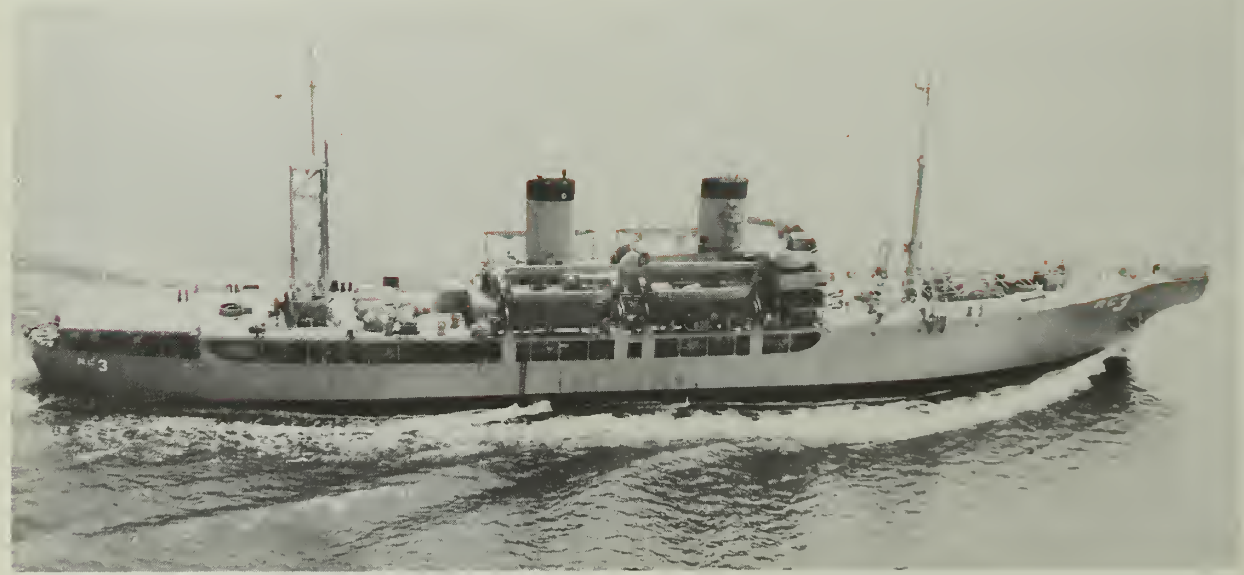
In a three-month period, the self-helpers of Fighter Squadron Eleven, Oceana, Va., erected three buildings for Special Services at NAS Oceana to use as an athletic equipment receiving station, a boat and recreational vehicle storage building, and a hay barn for the horse stables.

All of the participants in the competition have explored and hopefully will continue to explore the possibilities of improvement through self-help. The Bronze Hammer Award is in recognition of the results achieved through self-determination and self-reliability at individual activities.

—JO3 Al Shethar

Cable Repairing Ships:

Bridging the Underwater Communications System

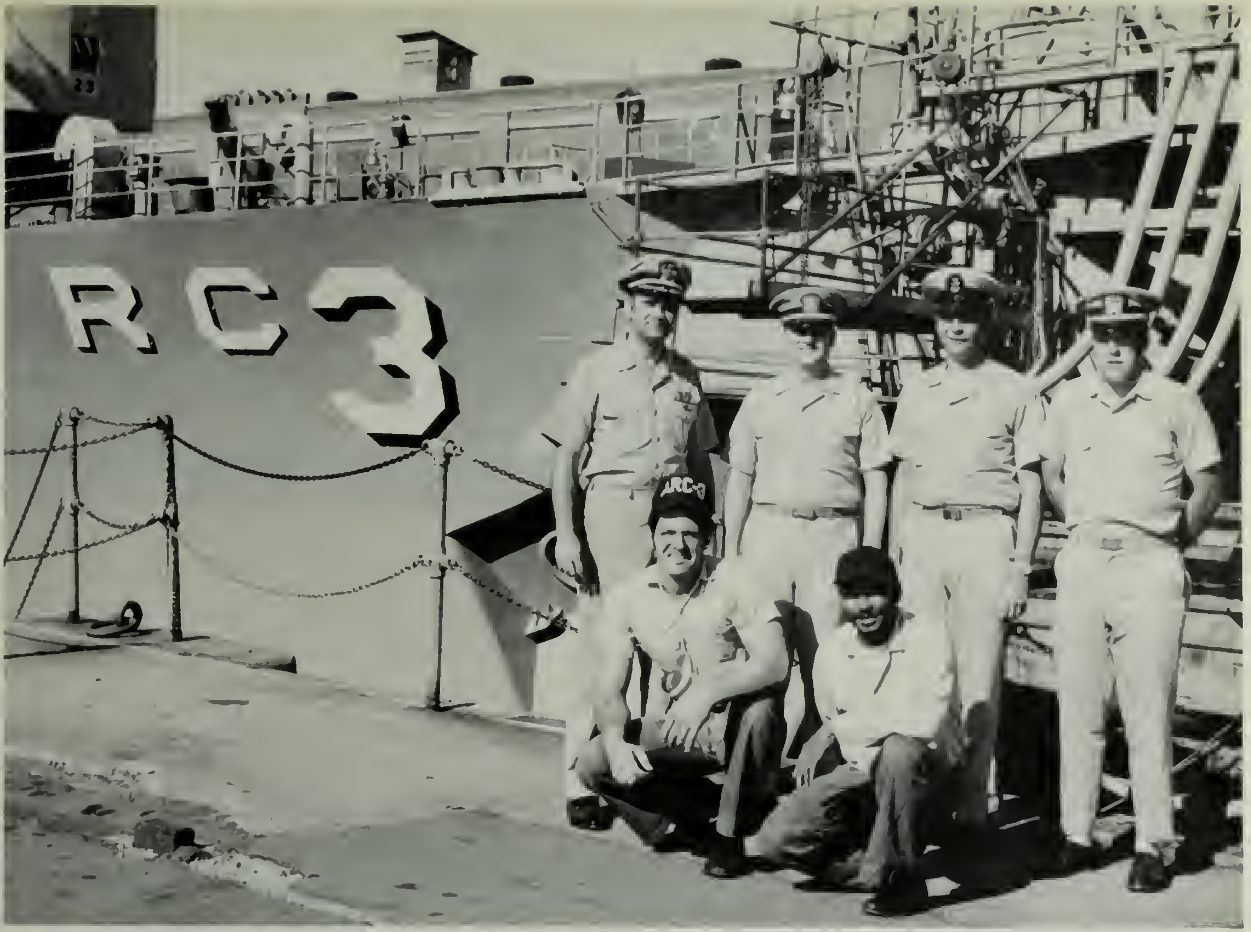

An earlier photo of the cable laying and repair ship USS Aeolus (ARC 3).

IT DOESN'T TAKE LONG to realize all sailors aren't alike. Submariners are a special breed, but so are destroyermen, and carriermen, and cablemen.

Cablemen, by the way, are the seamen who bridge the Navy's underwater communications system from the Strait of Florida to Alaska to the far reaches of the world known only to men of their kind. They hail from a hardy breed born in the mid-1800s when the first transoceanic cable was laid by a handful of men from the decks of square-riggers between Newfoundland and Ireland.

Today, nearly 600 cablemen (officers and enlisted) serve in three Navy cable repairing ships: USS *Neptune* (ARC 2), *Aeolus* (ARC 3), and *Thor* (ARC 4). All three are administratively assigned to Atlantic Fleet Service Squadron Eight; however, they carry out independent operations as a matter of routine in both the Atlantic and Pacific oceans. *Neptune* is homeported in Norfolk, Va.; *Aeolus* and *Thor* operate out of Portsmouth, N. H.

Consequently, the cableman is widely traveled, as can be attested by the log of *Aeolus*. Her crew has adventured to such diverse places as Alaska and Hawaii, Iceland and Panama, the Caribbean, San Fran-



CDR J. H. Maston, III, (left) CO with crewmembers of Aeolus.

cisco, Halifax, Fort Lauderdale, and Newfoundland, chalking up unprecedented achievements.

To OPERATE independently on such a worldwide basis, and accomplish the mission assigned, require close teamwork, uncommon self-reliance and superior dedication to duty on the part of all hands. So opines Commander J. H. Maston, III, commanding officer of *Aeolus.* It's this standard that reflects the makeup of his crew, men who are aware of the many challenges to leadership and professionalism that are brought about by unpredictable schedule changes, frequent at-sea operations and special assignments. It's expected of cablemen.

The main battery on the ARC isn't the guns, it's the deck force, and on *Aeolus,* Boatswain's Mate 1st Class Walter Bland considers his duty a real "challenge to seamanship." And justly so, for laying cable is a precise science—there is little room for error.

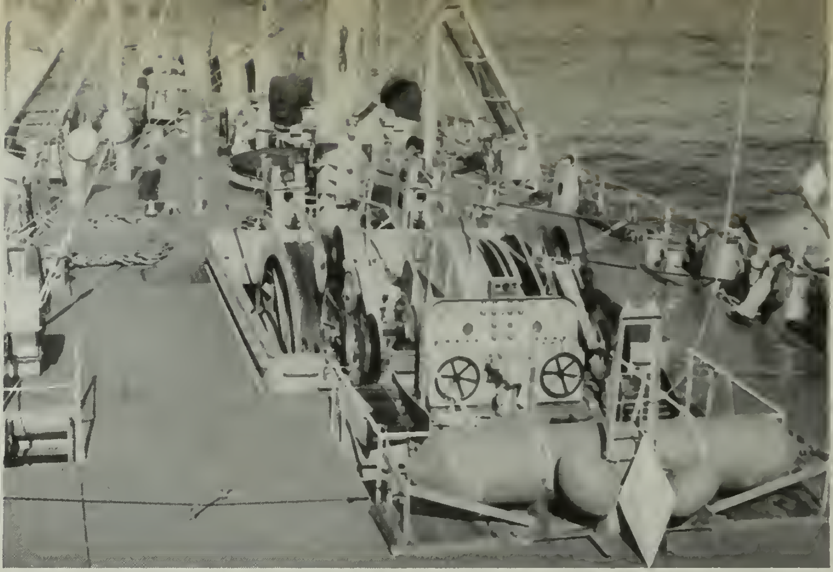
Any attempt at describing the technical involvements in laying a cable, say from one shore to another, would be extensive. Basically, though, the operation is achieved by first extending cable from both the sending and receiving facilities into the sea. Then a center section, or main, is laid between the two and the ends spliced together, completing the communication link.

Such an operation calls for precision teamwork, a byword common to all cablemen, for once a cable-laying job commences, the ship's work force becomes two teams, each relieving the other every six hours. This around-the-clock work for the cableman is a true test of his endurance, perseverance and patience.

On board the cable layer, the focal point of all activity is the expansive forecastle where the bow sheaves are located. These sheaves form a system of rollers and chocks leading from the cable tanks to the protrusion of the bow. They help to guide the cable as it is let out from the ship as the vessel travels slowly and precisely along its charted course.

ALL HANDS INVOLVED must be alert to take prompt action should the cable become fouled in machinery or problems develop in the tanks where men are engaged in the hazardous task of "walking out" the cable. No less care must be exercised by those members of the deck force using small boats and diving apparatus to locate, recover and bring cable ends and damaged cable on board for splicing and repair.

On the bridge, ARC navigators and helmsmen maintain a constant observation for the effects of wind and sea current on the slow-moving ship. Maneuvers to correct course changes must be exceptionally accurate



Right: This view of the cable laying ship USS Neptune (ARC 2) clearly shows the forward conning station, the cable machinery, the cable control console and the cable-laying dayshapes. Below: USS Neptune, sister ship of Aeolus, underway.

As this report was being written, USS *Aeolus* (ARC 3) was completing an extensive 10-month repair and overhaul at the Boston Naval Shipyard, prior to her transfer to MSC. *Thor* and *Neptune* are also being turned over to MSC; see page 45.

Within her holds, and on her superstructure, new equipment has replaced old. Her engineering plant was overhauled and outfitted with new and larger capacity distilling plants and ship's service generators; new main feed pumps, fire pumps, main circulating pumps, fuel oil service pumps, and numerous auxiliary machinery are being installed.

Aeolus has been outfitted with new cable machinery that will enable her to handle the most modern cable systems in the world, and she has been converted to burn Navy distillate, the lighter, cleaner burning fuel oil. Her boilers have been overhauled and throughout the engineering plant there will be the new light-water firefighting system.

There's a more modern, efficient configuration in her communications spaces, and the mess decks and berthing areas as well as other habitability items have received special attention and funds for improvement.

Named after the Greek god of winds, *Aeolus* is a World War II cargo ship, mothballed and recalled to active service in 1955. Her sister ship *Thor*, also a former WWII cargo carrier, commissioned a year later, is named for the Norse god of thunder. The third cable ship, *Neptune*, named after the Roman god of the seas, was launched in 1945 and placed into commission two years later.

—ENS P. A. McMunigal, USNR

to ensure the cable pays out properly over the bow, not only during close-to-shore operations, but also when many miles at sea, because the exact position of the ship must be known at all times—sometimes within yards—to make sure that the cable is accurately placed along the contours of the ocean. Then, it can be easily located later if it should be in need of repair.

Such exactness to detail, to veteran *Aeolus* deck hand BM3 Mike Desherlia, makes the cableman's job "exciting and fascinating." It is also an assignment that offers a "tangible accomplishment" for former destroyermen like LTJG Gerald Whitney, the ship's first lieutenant.

Master Chief Russell Peavey, *Aeolus'* Senior Enlisted Advisor, describes cable ship duty, with its wide variety of turbo-electric-driven machinery, as "something different." He calls it a challenge that has added greater depth and dimension to his 20-year Navy career as an electrician.

All the ARCs, when engaged in at-sea operations, carry a contingent of civilians. These engineers and technicians contracted by the Navy are experts in the field of handling cable-laying assignments, including surveying and repairing problems. The rapport between them and the ship's crew is one of mutual respect.

MANY OF THE CABLE-LAYING operations are experimental projects which require the ship's crew to work closely with the civilian representatives involved in specific projects. The technicians themselves man the cable test room and with the help of sensor devices are able not only to locate a flaw in a cable but, most importantly, determine its exact location.

To recover a cable for repair, a large grapnel line is used with as many as 15 hooks attached. Made of various designs to work on varying contours of the ocean floor, the hooks and line are let out and retrieved by machinery, but they're not completely controlled by machinery. Cablemen must coil or fake the line by hand. When the heavy grapnel runs as long as three or four miles, they blend an extra measure of brawn with brain to finish the job.

Duty aboard an ARC offers a true challenge for the individual in search of pride and satisfaction in his achievements. Like any other Navy teamwork effort, it requires a special breed.

CDR Moston with his ship USS Aeolus, undergoing extensive overhaul.

The Expan

"EQUALITY OF RIGHTS under the law shall not be denied or abridged by the United States or by any state on account of sex."

So reads, in part, the language of what may become the 26th amendment to the United States Constitution. More than 20 states have ratified it so far, and a total of 38 are required to do so before it becomes law. If that happens, all of the laws directed toward restricting women will be repealed by the legislative branches of both state and federal governments or declared unconstitutional by courts on a case-by-case basis.

Another change could well be to Section 6015, Title 10, of the United States Code. That law says, ". . . Women may not be assigned to duty in aircraft that are engaged in combat missions, nor may they be assigned to duty on vessels of the Navy other than hospital ships or transports . . ."

IN ANTICIPATION of these events, Admiral Elmo Zumwalt Jr., Chief of Naval Operations, issued Z-gram 116, which has been called by some the Navy's own "Equal Rights Amendment." In it, he says that while

ding Role of NAVY WOMEN

Facing page, top: ENS Gloria Darnstaedt, Naval Aviator trainee at NAS, Norfolk. Facing page, bottom: Navy Women at fire-fighting school, Treasure Island, Calif. Above: Shipboard indoctrination of women officer candidates aboard USS Blandy.

the Navy had assigned women to significant and important roles in the past, it hadn't done nearly enough.

"We can do far more than we have in the past in according women equal opportunity to contribute their extensive talents and to achieve full professional status," he said. "We must be in a position to utilize women's talents to help us achieve the size Navy we need under an all-volunteer force environment."

Accordingly, Z-116 authorized "limited entry of enlisted women into all ratings." One of its main purposes was to enable the Navy to assign women to all the jobs that a sailor must perform when the laws are changed. Of course, Z-116 didn't change things overnight. No directive so broad in scope could have immediately reversed the actions and trends which have continued for so many years.

But what Z-116 did do was provide a starting point for major changes that will be occurring in the months and years to come for women in the Navy. During the past six months, those changes have begun to take effect and to have a real impact on many parts of the Navy.

For instance, USS *Sanctuary* (AH 17), after a long and distinguished career and many months off the coast of Vietnam, was scheduled for decommissioning. Once one of six such ships, *Sanctuary* served in Southeast Asia for four years, traveling more than 200,000 miles and treating nearly 50,000 in- and outpatients. Her patients were not only servicemen, but also those civilians who had been wounded or become sick during the war in Indochina.

SANCTUARY was given an extensive conversion by the Hunter's Point Naval Shipyard and, on 18 Nov 1972, was placed back in commission. In December, two women officers and 60 enlisted women made history by becoming part of her 500-person crew. The members of the national and local news media were there, many asking questions about the development of shipboard romances. But the important story—the one that many missed—was that the women were there; they were doing their jobs; and their standards of performance were more than adequately meeting those of their male counterparts.

With the ever-increasing possibilities for women aboard ship, even the civilians working with the Military Sealift Command are "getting into the act." Mrs. Berthel K. Carmichael, a mathematician at the Naval Research Laboratory, recently went aboard USNS *Mizar*, which was conducting a series of Arctic experiments about 240 miles off the northeastern shore of Greenland.

The trip was marred when an Arctic icepack moved in and trapped the ship. *Edisto*, a Coast Guard cutter, came to help but she was disabled when the ice damaged a rudder and sheared off a screw. Then—as if to prove the theory that bad luck comes in threes—a Coast Guard icebreaker, *Southwind*, arrived but was unable to help because of her own engine problems. After several days the ice shifted and *Mizar* broke free.

DID THE PRESENCE of a woman on board bring the ship bad luck? Mrs. Carmichael reports that one of the crewmembers might have thought so.

"When one of the guys saw a woman coming on, he said, 'Bad luck, no way,' and then when we got stuck, he said, 'I knew it!' " she related.

Women on board ships are, of course, nothing new. History is rife with tales of women naval officers and pirates, many of whom dressed as men. Some of those stories may even be true, but the important thing to consider is that women in the post-World War II Navy have not been unfamiliar with ships or shipboard life.

As part of the standard procedure, all women officer candidates at Newport, R. I., spend at least a day aboard a ship at sea. The women learn shipboard procedures and view firsthand the living and working spaces of the men on board. They are able to witness much of the information-gathering equipment, radar, sonar, and radios at work, and even some of the weapons systems of the particular ship they board.

BESIDES OPENING THE POSSIBILITY of assigning women to ships—which we are likely to see more and more of in the future—the Navy's new policies toward its women members have opened new areas in which women will now be able to operate. One of those is the Reserve Officer Training Corps (ROTC) programs on many of the nation's college campuses. This past fall, 17 coeds at four universities became the first women to enroll in the program.

The universities are Purdue, Southern, Jacksonville and the University of Washington. Purdue enrolled seven; Southern, two; and Jacksonville and the University of Washington, four each. The girls are receiving full NROTC scholarships which include money for tuition, fees, books and a $100-a-month subsistence allowance for a period of 40 months. The program results in a commission as an ensign in the Naval Reserve or a second lieutenant in the Marine Corps Reserve along with a bachelor's degree.

In another area, Commander Elizabeth M. Barrett became the first senior line woman naval officer to serve in Vietnam and to assume a command billet in a combat zone. She was appointed Assistant Chief of

Below: Navy women now help crew USS Sanctuary.

Staff for Administration and Commanding Officer, Enlisted Personnel, U. S. Naval Advisory Group, Military Assistance Command, Vietnam.

CDR Barrett has spent 18 years in the Navy. She is a graduate of Mount Holyoke College with a degree in chemistry and she has a master's degree in meteorology from the Naval Postgraduate School in Monterey, Calif. With the withdrawal from Vietnam she voluntarily extended her tour to manage the administration of reassignment of naval personnel from VN, including the 450 under her command. She is scheduled for a new assignment as administrative officer at Naval Air Station, Cecil Field, Fla.

Another field being broken into by women is that of civil engineering. A Fairfax, Va., woman—Ensign Jeri Rigoulot—who just recently graduated from Officer Candidate School, has been assigned to the Public Works Center, Guam. Thus she becomes the first woman officer in the Naval Civil Engineer Corps since World War II.

One of the apprehensions that many people—men and women—have had about assigning women to certain military jobs is their ability—or lack of it—to endure some of the physical strains that might be placed on them. Damage control has been an area of particular concern.

Some of that apprehension has been relieved as a result of the training of crewmembers aboard *Sanctuary*. Several of the ship's women members recently have undergone firefighting training. The training took place at the firefighting school at Treasure Island, Calif., where the girls entered a mock-up shipboard compartment with a gasoline-fed fire, roaring—of course.

The women worked in teams and each spent five intensive days studying the differences between various classes of fires, kinds of fire equipment, and different ways to combat different fires. The women tackled each phase of the program—including the actual firefighting—with the proficiency of their male counterparts. Said Senior Chief Engineman Bill Klasson, one of their instructors, "They were eager and there was very little backsliding."

Above: CDR Elizabeth M. Barrett, the first senior woman line officer to serve in Vietnam and the first woman officer to assume a Navy command billet in a combat zone.

Pride was part of the secret of their success. "We felt we couldn't fail," Hospital Corpsman 2nd Class Shirley A. Geiling said. "There were too many people watching us. Besides, I felt we could hack it along with the men."

Of all the stories that have appeared about women taking on new jobs and responsibilities in the Navy, one of the more unusual comes from the security de-

partment at Naval Station, Roosevelt Roads, Puerto Rico. There Seaman Apprentice Patricia Grum is training to be an accident investigator. She works in three areas of traffic safety: education, through the teaching of defensive driving; enforcement; and engineering, by making suggestions on traffic safety equipment such as control lights and road signs. Her investigative responsibilities include inspecting the scene of an accident, collecting information from witnesses and victims, making diagrams of the accident, and writing reports.

OFFICIALS IN THE NAVY are making major efforts to open up even more programs previously underused by women. The current push is to enroll more enlisted women in the Navy Enlisted Scientific Education Program (NESEP), the Navy Enlisted Dietetic Education Program (NEDEP), and the Navy Enlisted Nursing Education Program (NENEP). These are three college programs which can help persons gain a degree, a commission, and a wider choice of career fields.

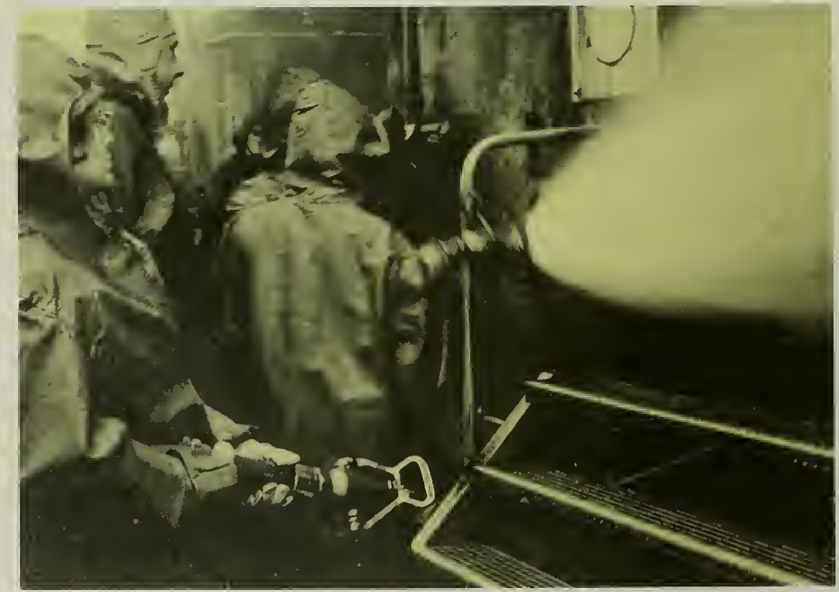
For instance NESEP offers up to four years of uninterrupted education at one of the 21 participating civilian universities. After completing all requirements, including 10 weeks of Officer Candidate School during the summer before the senior year, candidates receive degrees in one of 18 fields of science, mathematics or engineering. They are then commissioned ensigns in the Regular Navy.

NEDEP offers up to three years of college, a degree in medical dietetics and a commission in the Medical Service Corps. The length of the course depends upon the applicant's prior college work. Participating universities are selected by the Bureau of Medicine and Surgery.

Potential nurses can receive their training through NENEP. This is a four-year program with work done at a university chosen by BuMed. It also leads to a degree and a commission.

What's basically required to get into these pro-

Above: HN Elena J. Peckenpough during firefighting training at Treasure Island, Calif. Below: The first team of women in the Navy to train at the firefighting school advances on a simulated shipboard fire. Below, center: ENS Gloria Darnstaedt plots a cross-country flight course at NAS Norfolk. Far right: ENS Darnstaedt gets a ride and some "stick time" in a T-28 trainer.



grams? As a Navy recruiter will tell you, it's "intelligence, ambition and aptitude," with a heavy emphasis on the middle one. Persons interested in such programs should contact their command's educational services officer.

If you have accepted the idea of women serving on board ships—and a surprisingly large number of Navymen have welcomed the idea—then you shouldn't have much trouble with the thought that women will soon be flying the Navy's planes and steering its ships and subs. Indeed, one of the major breakthroughs for women during these past few months has been the acceptance of eight women officers to the Aviation Officer Candidate school in Pensacola, Fla. Earlier this year, Secretary of the Navy John Warner announced that aviation training for women would begin this spring with four women currently serving as officers and later with another four who will be about to enter Officer Candidate School at the time.

The first female naval aviators are:

- Lieutenant (jg) Barbara Ann Allen, a native of Bethesda, Md., and a graduate of Whittier College, Calif. She was previously on the staff of the Supreme Allied Command, Atlantic, in Norfolk, Va.
- Lieutenant (jg) Judith Ann Neuffer of Wooster, Ohio, and a graduate of Ohio State University. LTJG Neuffer had served with the Combat Direction Systems Support Activity in San Diego, Calif.
- Ensign Kathleen McNary, a Plainfield, Ill., native and a graduate of Michigan State University. While attending college she was a hospital corpsman 3rd class in the Naval Reserve, and she has been serving on the staff of Advanced Jet Training Squadron 21 of NAS Kingsville, Tex.
- Ensign Jane Skiles, of Ames, Iowa. A graduate of Iowa State University, she was selected for the flight training program while attending Officer Candidate School in Newport, R. I.
- Jo Anne Hellman, born in Zephyr Cove, Nev. She has a mechanical engineering degree from the University of Nevada at Reno, and before entering the Navy, she was employed at the Naval Weapons Center, China Lake, Calif.
- Anna Marie Scott, of Williamsport, Pa. She is a graduate of the University of California at Santa Barbara, speaks fluent Spanish, and holds a private pilot's license.
- Joellen Drag, of Castro Valley, Calif. She has a political science degree from California State University at Hayward.
- Rosemary Merims, of San Diego, Calif. She is a graduate of Purdue University with a degree in aeronautics, and upon entering the Navy, she held commercial and flight instructor certificates, instrument rating, multiengine rating, flight instrument instructor rating and 620 hours of flying time.

The first four women listed began their training in March. After a short period of indoctrination, they were scheduled to start a three-week period of academic training that includes aerodynamics, engines, swimming, survival training and physical education. The schedule then calls for them to move to the Saufley Field Naval Air Station for their first taste of actual naval flying and there they will receive instruction in the T-34 *Mentor*, a single-engine prop trainer.

The second four are scheduled to begin their flight training later this spring when they graduate from OCS.

The first of this group to receive her orders—thus the first female Navy pilot—was LTJG Neuffer. She is the daughter of a World War II Army Air Corps veteran and was exposed to flying almost from the day she was born.

"My father was involved in flying before he entered the service and ever since then. He's either been managing an airport or working at an airport, so my whole life has been in a flying environment," she said. "I've

SHIP'S SERVICEMAN SCHOOL GRADUATES FIRST NAVY WOMEN

WHAT DO YOU DO with 11 Navy women who volunteer? Well, of course, it depends on what they are volunteering for, but in this particular case Ship's Serviceman Senior Chief Louis E. Butler knew exactly what to do.

The young ladies were getting out of boot camp in Orlando and were to be the first female trainees to go through Chief Butler's Ship's Serviceman Clerk School in Norfolk. It was the chief's job to make effective ship's servicemen out of them.

The chief just did what he usually does—watch over the trainees and give them as much help as possible during their stay in Norfolk. The fact that a third of the class happened to be girls didn't change that part of the procedure.

But Butler went a step further. He took a personal interest in each of his protegees. He spent long hours in orientation procedures; helped those who were having difficulties with their studies; and listened to those who just wanted somebody to talk to.

The 11 Navy women arrived in Norfolk with some apprehensions. "I don't think that some of them knew

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grown up with flying. It's practically second nature to me, and when I saw I had an opportunity to do something that I really loved to do in the Navy, immediately I decided to try."

Will she make the Navy a career? "I'm not thinking that far ahead. Even now, with the flight program, I have to take one step at a time. I will make that decision when the time comes," she said.

ANOTHER OF THOSE CANDIDATES with a long-time interest in flying is ENS McNary. "When I was in college I had a friend who flew a small plane, and he took me up quite a few times," she said. "I did some takeoffs and landings, but unfortunately I never got the chance to solo. I guess I ended up with about 15 hours of flying time."

Working with VT 21, her assignment before going to AOC in Pensacola was a break for her. "I got the opportunity to go up in a TA-4 *Skyhawk* jet. Now, that was a thrill. In fact, it was probably that first *Skyhawk* flight that made me decide that if I ever got the chance I would try for the Navy's aviation program."

ENS McNary worked in a hospital while attending Michigan State University.

"I worked in the hospital from 11 p.m. to 7 a.m.; then came some sleep, classes, and finally studying in the evening. It was a grind, but I'm glad I did it. The experience taught me a lot, like how to budget my money and how to budget my time. I think this is very important for someone going through aviation training," she said.

ONE OF THOSE CIVILIANS SELECTED for flight training was Jo Anne Hellman. She had been working as a mechanical engineer for the Naval Weapons Center at China Lake when she decided to try to satisfy a thirst for flying and apply for the naval aviation program. She saw the Navy as a good way to achieve a career in both engineering and aviation. "After I finish flight training at Pensacola, perhaps I might be able sometime in the future to fit into an aeronautical engineering slot," she said. "They are not too far removed; the basics are the same."

Miss Hellman is another one of those candidates who come from a flying background. She has an older and a younger brother, both of whom hold pilot's licenses, and she has chalked up 22 hours of flight time with her private pilot license.

what they had volunteered for," Chief Butler said. "Probably the fact that they were to be the first women to go through this school attracted them."

The Ship's Serviceman Clerk school consists of three weeks of learning to keep records and accounts of the activities of the ship's service division. Trained clerks fill an important need in these divisions and Chief Butler's classes usually have about 25 or 30 students. The school graduates 11 or 12 classes a year.

Academically, the women did exceptionally well. They all finished with a 3.6 average or better. All of them had finished high school and a couple had worked previously on accounting procedures, so their success wasn't too surprising.

Now the question became: what do you do with 11 women who volunteered for and did well in a school geared for a seagoing rate? Just what you would expect—you prepare them to go to sea. Again, Chief Butler's basic logic took over.

One of the subjects included in their sea preparation was a week at the Fleet Training Command's firefighting school. Here the girls learned of the dangers of a fire at sea and what damage control is all about. Actually fighting the fire, of course, wasn't left out either. Again, the women more than merely survived their training.

When all the training was completed, each woman again volunteered—this time for sea duty. Subsequently, all but three were assigned sea duty aboard uss *Sanctuary* (AH 17).

"I'm very proud of these girls," Chief Butler said. "Every one of them really made a good account of herself."

A 19-year Navyman who actually "wrote the book" on the ship's serviceman clerk school, Chief Butler reports that he is keeping close tabs on the progress of all of the girls in this first class ("One of them has applied to OCS—Officer Candidate School—and I think she's going to make it"); he admits that the experience may have been as rewarding for him as for his students.

"It was interesting to say the least," he said.

As a civilian Rosemary Merims didn't see much chance to pursue her first love—flying. So she took a chance when she learned that the Navy was considering a program to allow women as pilots and applied. The Navy soon made up its mind about her. She had earned her private pilot's license at 17, a commercial certificate at 18, and completed high school and college in 5½ years.

The Navy isn't relaxing its standards for women, and that's fine with her. "I wouldn't want to be treated any differently than the men," she says. "The only thing I'd like to be given is the chance to fly the F-4 *Phantom*." That plane is currently off-limits for women because of its combat mission.

There's more than one way to get into naval aviation. Ensign Gloria Darnstaedt has proven that. She wasn't one of the women selected for pilot training, but as a Naval Reservist she has been assigned as the education and public affairs officer for the Navy's only aircraft ferry squadron, VRF 31.

When she can, ENS Darnstaedt joins the unit's male pilots and enlisted air crewmen on scheduled cross-country and local flights. She has piled up more than 80 hours in such diversified aircraft as helicopters, transports, and trainers. She has flown in, and assisted in communications, in 11 aircraft.

ENS Darnstaedt has the goal of earning the gold wings of a naval aviator, and until she gets that chance, she's learning all she can about aviation at every available opportunity. If she makes it as a pilot, she says, she wouldn't mind being assigned a combat role.

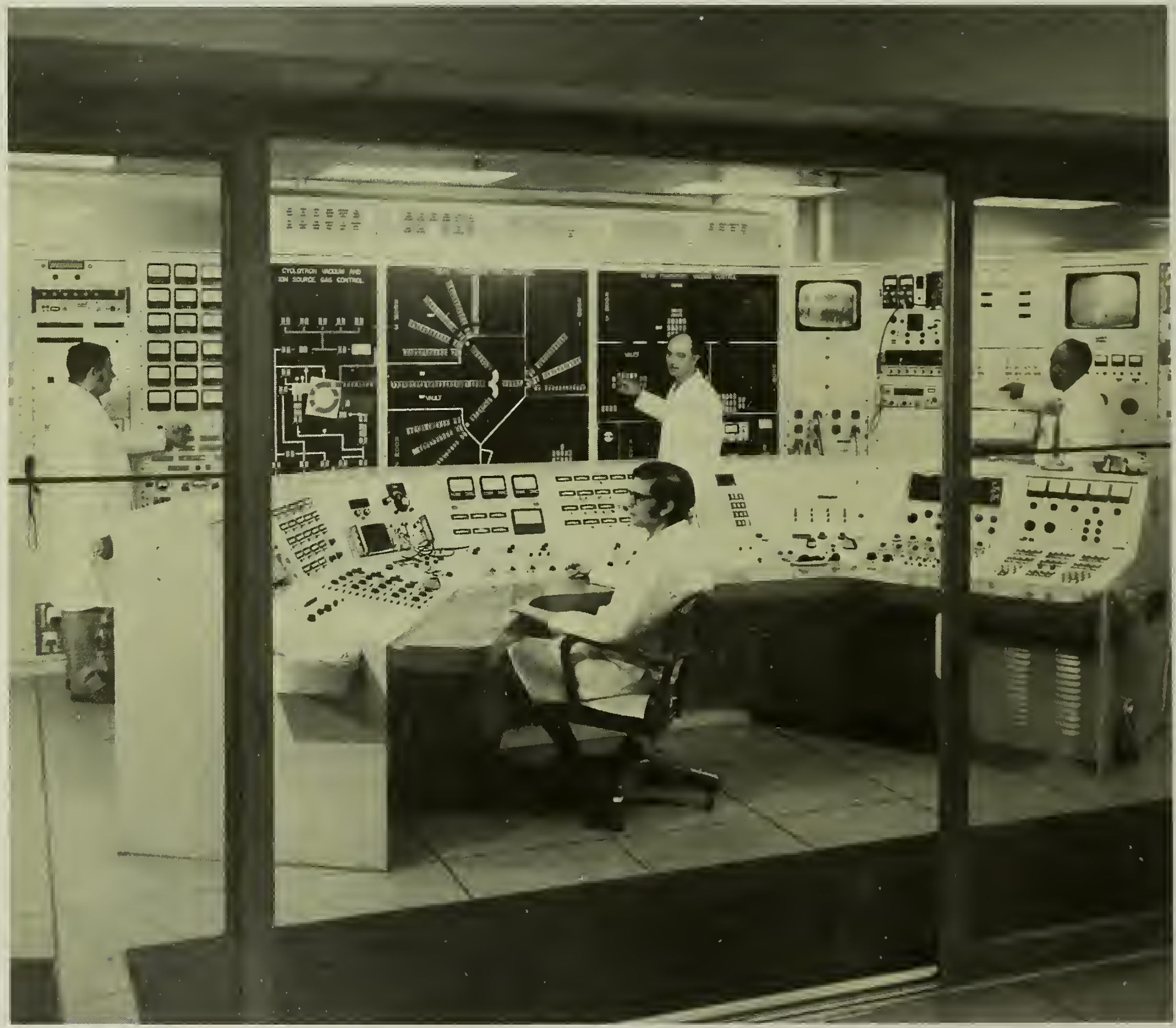
"I would be willing to fly in combat. Otherwise, my interest is in helicopters. I believe helos and rescue work would be very rewarding," she said.

Women have worked in some of the enlisted aviation rates for some time now, and with the advent of Z-116, more of those rates can expect an eventual influx of women.

The aviation field is an example of what is happening all over the Navy. Women are playing a greater role, and their responsibilities are increasing in areas heretofore unknown to them. In other words, wherever the men are now, the women of the Navy could probably be in the future.

—JO2 Jim Stovall

ON THE SCIENTIFIC FRONT


CYCLOTRON VACUUM AND ION SOURCE GAS CONTROL

New Helicopter Rotor With Increased Lifting Power Developed by Research Lab

A NEW circulation control rotor concept has been developed at the Naval Ship Research and Development Center. It promises to improve helicopter versatility and overcome current limitations.

The new rotor is mechanically driven and uses a relatively thick, hingeless blade with rounded trailing edges. Low pressure air is pumped into the blade and ejected from a slot on the upper surface of the trailing edge. Air remains attached to the rounded edge until it reaches the lower surface. This keeps the boundary layer from separating thereby creating a high lift. Speed potential is as high as 400 knots.

The rotor's smaller hub is lighter and simpler than the heavy, complex mechanism now used. It has a cam system which modulates the air flow to the blades providing cyclic control. Use of the new hub is expected to reduce drag and the cam system should require less maintenance.

Development of the new helicopter rotor is part of a continuing effort to develop aircraft which can take off and land either vertically or in a short space, making it capable of operating from ships having small deck space.

NRL Cyclotron Generates Neutron Beams In a Major Cancer Research Effort

A NEW PROGRAM for treatment of cancer by use of fast neutron beams is underway at the Naval Research Laboratory. The neutron beams will be generated by the NRL cyclotron. The program, sponsored by the National Cancer Institute, marks the first significant Navy involvement in a major cancer research effort.

An NRL research group plans to collaborate with a panel of therapeutic radiologists and radiobiologists from the middle Atlantic states. These scientists believe that neutron therapy research may lead to significant improvement in treating localized malignancies.

Present treatments include surgery, X-ray, gamma ray and chemotherapy. Many localized malignant tumors, however, cannot feasibly be removed surgically and many, still, resist treatment by medicine or conventional radiation.

Collaborators in the program believe that fast neutron beams have several characteristics which may contribute to the treatment of local tumors where other types of radiation have failed.

When tumors are deficient in oxygen because of an insufficient blood supply, their cells are more resistant to damage by X or Gamma rays than healthy cells which receive sufficient oxygen. It is, therefore, difficult to kill a tumor without excessive damage to nearby healthy tissue. On the other hand, cell damage from neutron beams is less dependent upon oxygen content, allowing the tumor to be destroyed without increasing the damage to healthy tissue.

For some time, a similar neutron therapy program has been in progress using a cyclotron at London, England, Hammersmith Hospital. Present plans call for modification of the NRL cyclotron facility to accommodate a limited number of cancer patients in the program. This modification is expected to be completed in about a year, at which time the pilot study of patient treatment will begin. In the meantime, the study of effects of neutron beams on a variety of biological subjects, including human cell cultures, will be continued.

The control room of the Navy Research Laboratory's cyclotron equipment which is used for the new neutron beam treatment of cancer.

New Helicopter Escape Technique Ejects the Craft's Rotors

WE'VE ALL SEEN PICTURES of pilots ejecting from flaming aircraft to avoid a fatal crash and then floating safely to the ground by way of a parachute. It's a good idea and it's saved many lives.

But what about pilots of helicopters—what happens when their craft goes down? Until now, ejection has been impossible because of the rotating rotor above.

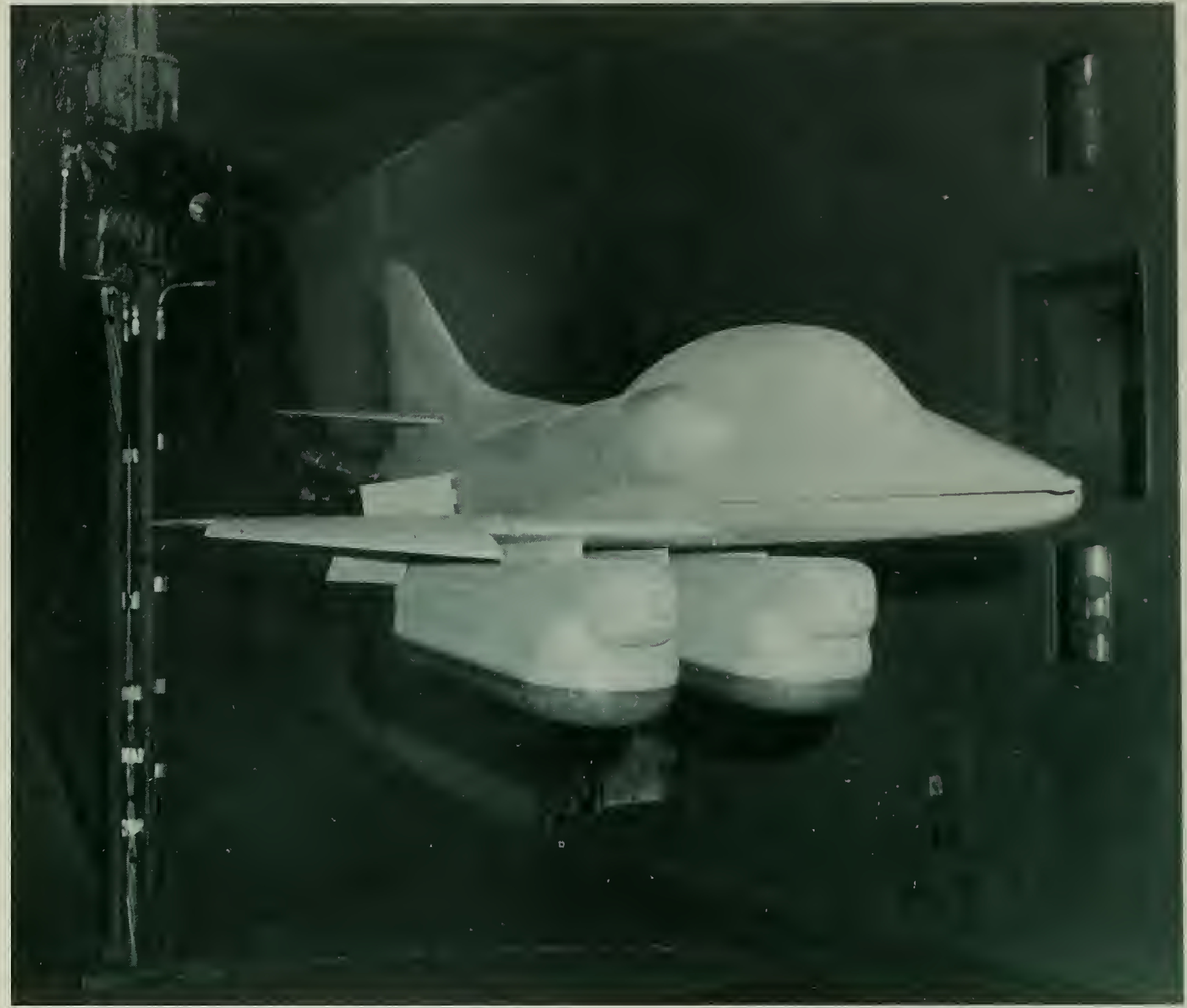
The Naval Weapons Laboratory at Dahlgren, Va., has an answer, however. The solution: eject the rotors before the pilots are ejected.

The system which researchers have devised works something like this: when either helo pilot presses the eject button, three things happen simultaneously: the main rotor blades are severed by a controlled explosive device allowing blade momentum to carry them away; power to the tail rotor is cut off, eliminating the destabilizing thrust; and an opening is made in the canopy. Subsequently, each crewman exits the cockpit by means of a small rocket attached to his torso harness.

All this takes about three-fourths of a second.

Before the pilots even have a chance to think about it, their parachutes have opened, and they are making a light descent to the ground.

The laboratory has selected the AH-1 *Cobra* helicopter for adaptation of the "inflight escape system" for several reasons. It is specifically designed for combat situations—when this system will be most used, and it has the best design for retrofitting the system onto the helicopter. Also, there are a large number of



A Navy A-4 model, equipped with the air cushion landing system, is being tested in a wind tunnel. The project is under study at the Naval Ship Research and Development Center.

Cobras, about 700, being used by the Navy, Marine Corps and Army.

Successful attachment of the system to this craft will mean a real breakthrough in saving the lives of helicopter pilots. What has, up to now, been known as one of the most dangerous of all combat jobs may lose that reputation. That loss could mean many lives.

Air Cushion Landing Gear for Aircraft Now Under Development

GROUND EFFECT and air cushion techniques were initially investigated by the Navy and other armed forces in connection with ships and overland vehicles. Now, however, the principle is being tested in connection with an air cushion landing gear system for high performance Navy aircraft.

In planes, a cushion of air would be confined to a housing or trunk beneath the fuselage. During takeoff and landing, the air bubble beneath the fuselage would support the aircraft rather than conventional landing gear now in use.

The principle was recently investigated by using a model in a wind tunnel at the Naval Ship Research and Development Center, Carderock, Md. The stability and control characteristics of the aircraft were evaluated during critical takeoff and landing stages.

Five Fractures on Atlantic's Floor Are Discovered by Navy Scientists

FIVE PREVIOUSLY UNKNOWN fractures in the North Atlantic Ocean floor, some of which were two miles deep, were discovered by a team of scientists from the Naval Research Laboratory operating aboard the Military Sealift Command Ship USNS *Hayes.*

The research team, and some scientists from Woods Hole Oceanographic Inst., used both shipboard and aircraft instruments to obtain geophysical profiles of the fracture zones. Heretofore, only one other such zone was known to exist in this area of the North Atlantic Basin which is the best known of all the world's ocean basins.

Most thoroughly studied feature of this basin is the mid-Atlantic Ridge which bisects the Atlantic Ocean floor between Iceland and Antarctica. A central rift valley runs across the ridge and is characterized by a large positive magnetic anomaly. Measurements of the magnetic field along tracks at right angles to the rift valley provided a symmetrical pattern of positive and negative anomalies which reflected a series of reversals of the earth's magnetic field during comparatively recent geological time. By studying these reversal patterns, the Navy scientists were able to locate the ridge crest, rift valley and then the fracture zones which are scheduled for inclusion on new bathymetric charts.

Solar Experiments Will Be Vital Part of Skylab 73

SOLAR FLARES which, among other things, cause communications disruptions and malfunctions of navigational instruments on earth, will come in for relatively close scrutiny during Skylab 73 scheduled for this spring. An ultraviolet television monitor will be included in the orbiting laboratory and Naval Research Laboratory (NRL) scientists will be on the ground watching what happens. The phenomena may also be relayed through commercial TV channels for home viewing.

After the laboratory is in orbit, it will be occupied successively by three 3-man crews for about nine months. During this time, a series of experiments will be performed.

NRL's contribution to the mission is extensive. Laboratory researchers, for example, are the principal investigators in six experiments scheduled to be aboard the space station and NRL is providing technical assistance for a seventh.

Four of the NRL instruments will observe solar activity at various wavelengths. A fifth will record heavy atomic nuclei present among incoming cosmic rays. A sixth will look back at earth to photograph both the upper atmosphere's ozone layer and the twilight airglow.

The seventh experiment, which was pioneered by Dr. Richard Tousey, who heads NRL's Apollo Telescope/Mount (ATM) team, will record on photographic film the detailed energy spectrum of X-ray and ultraviolet radiation from normal and explosive areas in the solar atmosphere.

Undersea Center's Research in Noise Results in Levels Being Established

ACCEPTABLE shipboard noise levels are being established by NavShips as a result of research conducted by San Diego's Naval Undersea Center (NUC). The guidelines will be used by Navy supply personnel when purchasing equipment for new ships or additional material for older ships.

To learn the source of harmful noises, NUC monitors and measures noise levels in the Fleet and recommends changes which will make ships more habitable. In fact, a fiber glass material developed at NUC is being used to soundproof a new class of nuclear submarine now under construction. Specifications for the material and procedures for installing it were also developed by NUC.

The center has conducted studies on the SH-3H jet helicopter to help the manufacturer provide quieter antisubmarine aircraft for the Navy and has lent a hand to the U. S. Air Force by helping it correct noise aboard one of its missile tracking ships.

The Naval Undersea Center acknowledges that there is still a long way to go before the Navy's noise problems are completely solved but the center believes its guidelines are a step in the right direction.

Continuing tests on Navy submersibles: The first test of the underwater craft called the "Mokokoi" brought the machine to the depth of 600 feet in July 1972. Certification of the new vehicle is pending from Naval Ship Systems Command examiners.

IT'S FOR THE BIRDS, FISH & GAME

The Seal Beach Naval Weapons Station is "for the birds." It's also for fish and game. In fact, the station is a national wildlife refuge on Navy land.

This is also one of the last natural, biologically productive, saltwater tidal sloughs on the southern California coast, and the beach is the only one remaining in its natural state between the Mexican border and Morro Bay. For all these reasons, Congress and the President recognized the ecological value of the land last year and now the refuge is protected by law.

The Weapons Station covers roughly 5000 acres of solid land, water and marsh, and is surrounded by modern, high-speed freeways, housing developments, retirement communities and schools. It is a pristine

Far left: This California Brown Pelican makes use of the area as a feeding ground. Left, above: A shore bird blends into the natural foliage at Seal Beach, a "home" for several endangered species. Below: A Great Blue Heron stalks a fish meal at water's edge.

IT'S FOR THE BIRDS, FISH & GAME

wilderness of pickleweeds, saltworts, and cordgrass in the center of a metropolis.

Seven hundred acres of the station are Anaheim Bay wetlands. Ecologically, these serve as a major, and essential, feeding place for migratory birds on the Pacific Flyway. More than 100 species of water-associated birds rest or live on these wetlands. Most of them are migratory. Any day of the year some 10,000 birds can be found in the refuge.

Seal Beach is also "home" for 60 species of fish. It is guessed that the daily fish population hovers around 300 million. These fish comprise a substantial cross-section of types of small game fish found in the Pacific Ocean.

MANY BIRDS ON THE ENDANGERED SPECIES list are also found at Seal Beach. For instance, it is the nesting area for the Light-Footed Clapper Rail, and scientists believe that the refuge is the home for the largest known population of this bird on the West Coast. Others on the endangered species list include the Belding's Savannah Sparrow, the Least Tern, and the rare White-Tailed Kite.

In addition to these, other birds who live there make the refuge a birdwatcher's paradise. They include the Great Blue Heron, Common and Snowy Egret, Pintail, American Widgeon, Shoveler, Green Tail and Cinnamon Teals, Marbled Godwit, Long-Billed Curlew, Dowitcher, Black-Bellied Plover, and the Turkey Vulture.

Marshes such as this are some of the most biologically productive areas in the world. They produce as much as six times the organic material of a wheat field of comparable size.

THE MUDFLATS AND MARSH islands of Anaheim Bay are alternately flooded and exposed by daily tides. This action brings nutrients to sustain abundant marsh vegetation which in turn provides organic material to support plankton growth, snails, worms, and clams. These support birds and fish, and much of the organic material returns to the ocean and provides food for organisms living along the coast. Thus, this marsh is a vital link in the area's food chain.

In saving the birds, the Navy joined hands with local community leaders, the Bureau of Sport Fisheries, California Department of Fish and Game and California State University in Long Beach. An advisory board was formed from Cal State Long Beach Biology Department as the Navy's marsh advisors. Ichthyologist Dr. David Lane and ornithologist Dr. Stuart Warter are the current faculty advisors.

THE NATURAL STATE of the tidal slough was threatened by a proposed freeway planned for construction during the 1970s. The highway would have bisected the marsh and, according to California State University biologists, would have done irreparable harm to the ecology there.

But the community took a firm stand against the freeway and was supported by the Navy, local news media, and naturalist groups such as the Audubon Society. A bill was introduced and sponsored by 16 Congressmen to protect the area, and the measure finally passed late last summer.

Historically, two-thirds of all tidal marshes in California have been destroyed by man—more than 40 per cent of those remaining are now being threatened. The Seal Beach Naval Weapons Station is an example of man's attempt for survival—not for himself but for all living things.

—Story and Photos by JOCS Ernie Filtz

Top: The Seal Beach Naval Weapons Station lies directly on the "Pacific Flyway." Far left, top: One of the better known ducks in the area is the mallard. Far left, below: The American avocet uses the marsh as a winter refuge. Left, top: A Red-Tailed Hawk keeps a sharp eye out for small rodents. Left, below: An egret wades through the marshes of the National Wildlife Refuge. Left: A variety of mollusks, like these clams, provide food for birds.

ON THE ECOLOGICAL FRONT

MUGU LAGOON

WITHIN THE CONFINES OF THE PACIFIC MISSILE RANGE just a few miles from California's Mugu State Park, there is a saltwater estuary which still is in its natural state. Called Mugu Lagoon, it is an ecologically rare area in the state of California.

The estuary serves as a basin for Calleguas Creek which drains about 325 square miles of Ventura County. Seen from the Pacific Coast Highway which forms its eastern border, the lagoon presents the appearance of a marsh—the very characteristic which makes it an important food source for offshore fish. It also is a nursery and breeding ground for fish and an important sanctuary for migrating waterfowl and shore birds. These include specimens of endangered species as the California brown pelican and the clapper rail.

The area within the Pacific Missile Range consists of about 460 water acres at low tide and contains three basic sections which are ecologically distinct yet interdependent upon each other.

In the eastern section, the water is shallow—both mud and sand bottoms are present and there is an extensive salt marsh in which several species of fish breed. Here shore birds feed upon an abundant population of shellfish, snails, worms and vegetation. The periphery of the lagoon is inhabited by small mammals such as mice, moles, ground squirrels and skunks.

DURING THE SUMMER MONTHS, algae cover the water with a thick felt-like green and vegetation decaying beneath the water produces an unpleasant odor which many think of as pollution. They are, however, mistaken. The condition which produces the odor is both natural and healthy for it helps support the life which thrives there.

The central section of Mugu Lagoon consists of a large basin near the inlet and extends about 1200 yards back from a sand barrier. This is the deepest part of the estuary and is the last place on the mainland where harbor seals beach and then give birth to their young on sandbars. During the summer, the area is populated by a herd of between 20 and 40.

The lagoon's central section is also populated with waterfowl. Ducks, gulls, terns and a variety of other birds can be seen feeding or resting there. Because the inlet to the sea is located in this section, the basin supports large numbers of ocean fish such as diamond turbot and flounder that feed and breed in the nutrient-rich waters. The barrier beach between the lagoon and the sea teems with shore birds.

The lagoon's west section consists of shallow water, extensive mud flats and a salt marsh. It is a principal breeding ground for topsmelt and staghorn sculpin. Like the other two sections, the western end of the lagoon supports a large population of waterfowl and shore birds.

MUGU LAGOON has been the subject of many ecological and research programs which give a fascinating picture of the variety of life present. The Kerckhoff Marine Laboratory, for example, has identified 146 marine animal species including 16 species of fish, 77 mollusks, three hermit crabs, 10 true crabs, five echinoderms and 16 annelids. The study also resulted in a report which stated that more than 100

species of birds visit the Point Mugu area and that a large number of waterfowl and shore birds winter in the lagoon. During the summer months, more than 200 California brown pelicans seek refuge and food.

The Pacific Missile Range's 2100-acre marsh and lagoon also support a large plant and plankton population. In fact, the Kerckhoff Laboratory study listed four species of algae, two flowering water plants, 11 flowering marsh plants and a rich plankton supply.

The two flowering water plants are particularly important to local ecology in that their root systems bind the soil thereby providing stable conditions under which some fish and fowl can lay their eggs. The marsh plants are also a refuge for small birds, snails, crabs and mice.

As mentioned earlier, Calleguas Creek empties into the central section of the lagoon. Unfortunately, it is also a discharge route for pesticides used in its watershed as well as nutrient material from the rich farmlands upstream. After a study by the California Regional Water Control Board at Los Angeles, steps were taken to eliminate the use of chlorinated hydrocarbons (which the Navy doesn't use) in the Calleguas watershed.

THE NAVY MAINTAINS continuous security over the lagoon area to protect it. Armed civilian guards frequently patrol the area's perimeter and pilots flying into the air station report anyone sighted in the lagoon's eastern section. People entering the area, even for research, must have state and federal permits. The California Fish and Game Department maintains a close working relationship with the Pacific Missile Range Security Department as does the U. S. Department of the Interior.

Research has clearly indicated that Mugu Lagoon is a balanced ecosystem in a natural state. If man were to intrude, this fragile balance of nature could be damaged beyond redemption. As a marine biologist said, "Simply walking across a mudflat can destroy the burrows of ghost shrimp and reduce the population of clams by 50 per cent along the path taken."

AUTHORITIES regard Mugu Lagoon to be the only area of its kind in Southern California in which marine life has not been severely reduced. Many of the species found at Mugu have, unfortunately, been completely exterminated in other estuaries. If Mugu Lagoon were invaded by man, the impact on both sport and commercial fisheries, for example, could be massive.

Dr. Charles H. Peterson of the University of California's biological sciences department at Santa Barbara advanced another reason for preserving the lagoon. "Its continued preservation for future generations should have a high priority among the ecological goals of California. Mugu Lagoon should remain untouched and protected, a place where scientists of future generations can still see what all Southern California lagoons once resembled."

—Story by Al Frascella
—Photos by Commander R. O. Baker, USN

Navymen invest in young Filipinos' future

OPERATION SCHOOLHOUSE

Above: Operation Schoolhouse students tour the ships that sponsor their education—here, USS Tripoli. Right: Children meet with the men who are their educational benefactors. Far right, top: Operation Schoolhouse has put this student into a well-equipped classroom and her world will be a better place because of it.

TO GIVE TO THE NEEDY is one thing; to give to the worthy is yet another thing. This is the lesson that several hundred Navymen, dependents and concerned civilians are learning from their involvement in a unique, though not new, people-to-people project in the Republic of the Philippines called "Operation Schoolhouse."

Due to the help and honest concern of Navymen out to prove that the U. S. Navy does more than "take care of its own," 928 students in the Province of Zambales, who would otherwise not have been able to attend, are now attending high school. Over 500 diplomas have been earned by students who would have otherwise foregone the benefits of higher education in one of the poorest regions of the Philippines.

Operation Schoolhouse began in 1965 at Naval Communications Station Philippines, San Miguel, Zambales, located on the west coast of Luzon on the South China Sea and about 20 miles northwest of the Subic Bay Naval Base. After the standdown of the old facility at Sangley Point Naval Air Station on Manila Bay in 1958, and the move to Zambales Province, NavCommStaPhil set out to create as much goodwill as possible among the Philippine people—whose last contact with Americans had been during the "return" to the Philippines in 1945. Memories of the Americans' arrival were still fresh, and the welcome supplied by people of this region was so overwhelming that a strong effort was made to maintain relations on the same level.

AID TO BARRIO SCHOOLS had long been a project of volunteers from the station. During one of the annual barrio school-painting projects, in which thousands of gallons of paint and volunteered manhours were expended, one of the volunteers struck up a conversation with a curious onlooker. In the course of their talk, the American discovered that, though there were numerous schools to attend, most young Zambalenos were not able to continue their education past the sixth grade because of the expense involved. In this predominantly agrarian area where the average family income is less than $150 per year, free public education is available through only the sixth grade. Although a system of public high schools is being developed, there are few parents of students who could afford the tuition charge of $25 per year.

After talking to his friends and finding that they, too, shared his concern for the lack of education among the citizens of the community, this volunteer took his idea of donating scholarships to then-commanding officer Captain Frank M. Romanick. The seed of Operation Schoolhouse was planted. Within a week CAPT Romanick had received 42 responses from people who were willing either to help with the organizational work or to give money as soon as a scholarship program was established. In a short time, the reality of some kind of scholarship fund outpaced even the most optimistic hopes for its future.

SETTING WHAT WAS CONSIDERED by many of the early organizers as an overly ambitious goal of 200 scholarships for the first year, the first Operation Schoolhouse fund-raising effort was launched. In less than a month enough money had been received to enter 121 students in freshman classes of several

Above: Students and teachers receive an explanation of the workings of USS Cunningham. Below: Touring USS Long Beach. Facing page, top: A typical school of the 22 in Zambales where 928 Operation Schoolhouse scholars are enrolled. Facing page, bottom: The finished product—a girl whose future is a little brighter because of education and Operation Schoolhouse.

Zambales high schools and technical institutes. One month later, the original goal of 200 scholarships was passed when the total pledged amounted to 266 scholarships. But the benchmark for that first-year effort was reached that September—only three months after the inception of the project—when 327 students were sponsored and on their way to high school diplomas.

As the project was originally conceived in its first year, all money received was used to enter as many students as possible into their freshman year of school. However, this method proved unworkable because of inordinate amounts of bookkeeping and also because each student was unsure whether he or she would be able to attend the following year. Currently, every student accepted in the program is guaranteed financing for his entire four-year stint through high school. When a sponsor drops out in the middle of a student's schooling, which is all too common with frequent decommissionings of fleet units, the student is assigned another sponsor.

UPON MAKING A DONATION, a sponsor is assigned a student to whose education additional donations will be channeled. In the case of a $100 donation, he may specify whether he wants his money to provide four years for one student, or one year for four students. Each spring, students wishing to continue their education are screened by a staff of volunteers. Every one of the applicants—and there are 2000 of them each year—is personally interviewed. Along with their respective financial situations, the ambition of each applicant is closely scrutinized. "At least 90 per cent of the students who enter the program have continued until they graduated," said Ensign Earl A.

Reese, one of the originators of the project and currently its treasurer.

At present about $20,000 is spent each year from the Operation Schoolhouse fund. The program is now solvent, but it can remain so only with the continued support of new sponsors and the loyalty of those who have experienced the reward of contributing in the past. A recent emergency was overcome when USS *Coral Sea* (CVA 43) gave a record-setting $4300 to Operation Schoolhouse in honor of the ship's hull number. Not to be outdone, USS *America* (CVA 66) presented NavCommStaPhil commanding officer Captain Robert T. Ruxton, Jr., with a check for $5100.

However, Operation Schoolhouse is not based on competition but on the satisfaction that each individual Navyman receives when he helps a fellow human being to a better way of life.

As one Navyman wrote in a letter accompanying his contribution: "The strongest tool they have is education. Education which will supply the know-how to fight poverty, to develop modern agricultural techniques, to improve industry, and above all, a country living in a democracy under one God. If my $20 will give a chance to carry the light to fight these problems, I will consider it the best $20 that I have ever invested."

—PO3 James S. Hicks

Anyone wishing to give to Operation Schoolhouse or desiring more information on how he can aid in this project, which every day is strengthening the bond between the United States and the Republic of Philippines, may address his correspondence to:

Commanding Officer
NavCommStaPhil
FPO San Francisco 96656

- DISCHARGE FOR IMMEDIATE REENLISTMENT RESTRICTED

If you are considering an early discharge for the purpose of immediate reenlistment, there will be some restrictions placed on the amount of time before your EAOS that you may be discharged. As of 1 Mar 1973, certain limitations have been put on the maximum early separation allowed, depending on the length of the reenlistment term.

If reenlistment is for six years, then a three-month early separation is allowed; for a four or five-year reenlistment, a two-month early separation is authorized; and a three-year enlistment will give a one-month early discharge. No early separation will be allowed for a reenlistment of less than two years.

Certain management problems, particularly with the short-term reenlistment, have been the cause of this action which will affect such benefits as lump-sum leave and mileage payment and constructive time -- allowances which do not apply to early discharges for immediate reenlistment more than three months before expiration date of active obligated service.

- NAVY EXPANDS DIRECT PROCUREMENT PROGRAM TO 65 RATINGS

The Direct Procurement Petty Officer program -- once limited to only three ratings -- has been expanded to include some 65 ratings. The program seeks to recruit individuals in the 21- to 32-year age span who have acquired skills in civilian life which can be useful to the Navy. Fifty DPPO candidates for each rating and paygrade listed in groups A and B of the open rates list may now be recruited.

Enlistments are for a period of four years, and applicants with less than six months' previous military training will be required to complete recruit training. Others will be made available for immediate assignment to the fleet. Minimum age for DPPO applicants is 21 for E-4, 23 for E-5, 26 for E-6 and 30 for E-7.

- NEW EVALUATION FORM FOR FIRST, SECOND CLASS PETTY OFFICERS

A new enlisted performance evaluation form for 1st and 2nd class petty officers has been approved by the Chief of Naval Operations. The new form -- which will be used annually rather than semiannually -- is designed to give more extensive differentiations in the performances of those petty officers.

Individuals will be graded in three broad categories -- relations with subordinates, individual qualities, and overall performance -- and 10 subcategories. The grading system will use a three-letter code and space will be provided for the reporting senior to indicate special duty recommendations. The new forms will go in effect this November.

- 200 ETs AUTHORIZED CONVERSION TO IC

The Navy needs more Interior Communications Electricians (IC) and less Electronics Technicians (ET) with an NEC of ET-1501, so some 200 conversions have been authorized. If an ET with this code decides to convert, he will receive all the reenlistment bonus benefits offered to those in the IC rating. He will be authorized to advance to the next higher paygrade, up to E-6, upon completion of the IC advancement examination if otherwise qualified. Contact your Personnel/Administrative Officer for further information concerning this immediate conversion.

- PERSONAL SERVICES CENTER TO INCLUDE TRANSPORTATION INFORMATION

All personal services centers have now been directed to include details about local transportation in information packages concerning their areas. The directive instructs these centers to provide information such as transportation modes along with prices to various locations from local airports, train stations and bus depots.

This move was initiated to aid the traveling Navy man and woman. Further aid is available to service personnel at some major airports that maintain military information booths, including Honolulu, San Francisco, Los Angeles, San Diego, Seattle, Chicago, Memphis, Baltimore and Orlando.

- ASW ATLANTIC NOW UNDER SECOND FLEET COMMAND

Second Fleet and ASW Forces, Atlantic have been combined under Commander, Second Fleet. The new command will remain headquartered in Norfolk, Va. The merger of the two staffs was undertaken to achieve a savings in billets, streamline command structure, and improve the responsiveness and flexibility of the Atlantic Fleet.. Eighty-one military staff billets were eliminated in the move, but no civilians were affected. The consolidation was similar to the 1 February merger of the First Fleet and ASW Forces, Pacific, into a reactivated Third Fleet.

- RETIREMENT INFORMATION LINE SET UP BY DOD

Because of the many complexities of the present military retirement system and the proposal that has been developed to revise it, the Department of Defense has established a special telephone line which will handle queries about military retirement. The number is: area code 202, 695-1555 or autovon 225-1555. Questions about retirement called in on this line will be given prompt attention. (Note: autovon number published in February 1973 ALL HANDS Navy News Brief should NOT be used.)

- SIX DESTROYER SQUADRON STAFFS DISESTABLISHED

The staffs of Destroyer Squadron One, Three, Nineteen and Twenty-nine were disestablished on 5 March, and the staff of Escort Squadron One will be phased out on 15 April. Also, Destroyer Squadron Eleven will be phased out as of 30 June. Home ports of the disestablished squadron staffs are: San Diego (ComDesRon One and Three): Long Beach (ComDesRon Nineteen and Twenty-Nine), and Pearl Harbor (ComCortRon One and ComDesRon Eleven).

The commands are being disestablished in conjunction with the Fleet Staff Reduction Program as a workable method of reducing the total number of staffs and achieving personnel and fiscal economies without disrupting effective command and control.

PACIFIC COAST BASE SELECTED FOR TRIDENT SUB SYSTEM

The first base for the new Trident submarine system will be the Bangor Annex, Naval Torpedo Station, Keyport, near Bangor, Wash. The station is located about 10 miles north of Bremerton.

Selection of Bangor took into consideration the suitability of the harbor and channel for the submarines, adequacy of government-owned property, available work force and climate. The base will provide maintenance and logistic support and serve as homeport for the crews.

Selected after two years of study, the new base will cost approximately $550 million to construct and should be ready to support the first Trident submarine when it becomes operational in late 1978.

UNIFORM REGS AUTHORIZES HAIR STYLES FOR WOMEN

The Chief of Naval Operations has approved a change to Navy Uniform Regulations authorizing Navy women to wear afro, bouffant and other similar hair styles. The change specifies that the back of the hair may touch, but not fall below the lower edge of the jacket coat collar, and that no hair shall show under the front brim of the hat. In no case can the bulk or length of hair interfere with the proper wearing of military headgear.

CENTRALIZED DEFENSE INVESTIGATIVE SERVICE FORMED

The Defense Investigative Service (DIS), a new centrally directed personnel security investigative service, has been formed to consolidate all Department of Defense investigative activities within a single activity. DIS is designed to respond quickly to needs for personnel security investigations within the entire Defense establishment, while reducing costs and increasing managerial efficiency. Before DIS was set up, each military department conducted its own personnel security investigations.

ALL-NAVY CARTOON CONTEST

If you haven't done so already, turn to page 63 for a chuckle or two, then pick up a pen and piece of paper, think about all those funny things that have happened to you or to your shipmates and jot down a sketch, put a caption on it as necessary, and send it to: All-Navy Cartoon Contest, Chief of Naval Personnel (Pers-P4112), Navy Department, Washington, D. C. 20370. It could win for you the title as the 1973 All-Navy Cartoonist, plus an original cartoon strip of Hank Ketcham's "Half Hitch." It's just that simple.

As a contestant, you may enter as many cartoons as desired in this 18th annual contest, which has a deadline of 1 October. Keep in mind, however, that each one must portray a Navy theme and should be drawn in black ink on 8 x 10 1/2-inch paper or illustration board. This is so they may be reproduced since most entries, winners or not, are eventually printed in ALL HANDS, and various other news media.

There are a few other entry requirements that pertain to both active duty members and dependents. Active duty members are asked to include the following information on the back of each entry in order for it to qualify: Full name, grade or rate, social security number; duty station, mailing address with zip code (including FPO); name of hometown and hometown newspapers; title of cartoon or caption, and a signed statement as follows: "I certify that the cartoon to which this statement is attached, is original. All claims to this entry are waived and I understand the Department of the Navy may use as desired."

Dependents must include similar information: Full name; mailing address with zip code (FPO if applicable); age; name and address of sponsoring command; name of hometown and hometown newspapers, and title of cartoon or caption.

In addition to signing a statement such as that required of active duty members, dependents must also include an additional statement: "I am a dependent of (name of sponsor, his grade or rate and duty station)."

If there is any question about eligibility, the rules state that "all Navy personnel on active duty in excess of 90 days and their dependents" are entitled to participate in the contest. If your entry should win, the Chief of Naval Personnel will provide a suitable award in addition to those donated by Mr. Ketcham.

• NAVY TO REMOVE 29 SHIPS FROM ACTIVE DUTY LIST

Twenty-nine Navy ships -- 22 combatants and seven auxiliary -- will be removed from the Navy's active list this year. The ships average 26 years in age. Five of the ships from the Naval Reserve Force will be replaced by five newer destroyers from the fleet.

Scheduled for transfer to the Military Sealift Command are USS Neptune (ARC 2), Aeolus (ARC 3), Thor (ARC 4), Lipan (ATF 85), and Mosopelea (ATF 158).

Those scheduled for "mothballs" include USS Ticonderoga (CVS 14), Providence (CLG 6), and Springfield (CLG 7).

Others slated for transfer to the Fleet Reserve are USS Robert A. Owens (DD 827), Myles C. Fox (DD 829), Charles P. Cecil (DD 835), Steinaker (DD 863), and Newman K. Perry (DD 883). These ships will replace USS Allen M. Summer (DD 692), Gearing (DD 710), Purdy (DD 734), John R. Pierce (DD 753) and Henley (DD 762), which will be retired from the Reserve list.

Scheduled for decommissioning: Perry (DD 844), Joseph P. Kennedy, Jr. (DD 850), Charles R. Ware (DD 865), J. R. Perry (DE 1034), Calcaterra (DER 390), Quillback (SS 424), Tusk (SS 426), Cutlass (SS 478), Sea Leopard (SS 483), Grenadier (SS 525), Trigger (SS 564), Harder (SS 568), Great Sitkin (AE 17) and Nantahala (AO 60).

Two ships scheduled for extensive modernization and conversion are USS King (DLG 10) and Mahan (DLG 11).

from the desk of the
Master Chief Petty Officer of the Navy

"Not For Profit, But Service"

MCPON JOHN D. WHITTET

SOONER OR LATER, most of us borrow money to meet our major and unexpected financial obligations. If wisely used, credit can be a real tool. If abused, it can be a real trap and a menace to financial security.

Consumer credit is available from banks, credit unions, loan companies, department stores, jewelry stores, gas stations, uniform shops; the list goes on and on. There is hardly anyone or any business that will not loan their money to you if they can get it back with interest; but how much interest? Before accepting credit from anyone, it usually pays to shop around! Interest rates, loan provisions and related services can vary significantly from place to place.

Of all the people you can borrow from, the people at your Navy Credit Union can often give you the best deal. Credit unions that service Navy personnel provide low-cost credit together with terms and services that are not normally available to Navymen and Navywomen through commercial credit institutions. The service is personal and convenient and credit can be obtained for almost any provident or productive purpose. Although authorized by Congress to charge a maximum interest rate of 12 per cent per annum, Navy credit unions are currently extending credit at yearly interest rates as low as eight or nine per cent. By contrast, interest on department store charge accounts is often computed at one and one-half per cent per month on the unpaid balance for an annual rate of 18 per cent. Interest rates charged by loan companies and consumer finance offices will usually run from 24 per cent to 36 per cent per annum in most states. If you borrow from a commercial bank, interest rates will vary with your credit rating, the amount borrowed, the type of loan, where you live and other factors, but you may pay an annual interest rate of eight per cent to 14 per cent.

LOAN CONTRACTS are written in technical legal language and can often be confusing and difficult to understand. In all cases, the clearest guide to understanding the actual cost of credit is the annual percentage rate of interest. The truth in lending law, now in effect, requires lending institutions to show the annual percentage rate on all loans before the transaction is completed. If you are obtaining credit from anyone, make sure to read your contract or have your legal officer review it with you. Always do this before you sign on the dotted line.

Credit unions are member owned. The official structure of a credit union is made up of committees that are either elected by the members or appointed by persons elected by the membership. Many credit union officers, like myself, serve without pay, although established credit unions also have paid employees. When you borrow from a credit union, credit is granted by a credit committee responsible for the approval or rejection of loan applications. Most of the loans made in credit unions today are based on a member's individual character and ability to repay. The law permits unsecured loans up to $2500.00 and adequately secured loans in larger amounts, depending on the size of the credit union. Most credit unions will permit your dependents to join and some will allow you to retain your membership even after you relocate to a new duty station or retire from active duty.

ACTUALLY, credit unions were the first organizations to grant unsecured or character loans in volume at reasonable rates of interest. Other institutions were not prepared to offer low-cost, personal (consumer) credit based primarily on character. The first general credit union legislation was passed by the state of Massachusetts in 1909 and in 1934 the Congress of the United States approved a bill to set up a federal credit union system. Practically all of the states have now passed credit union legislation.

There are nearly a hundred credit unions now serving Navy and Marine Corps personnel. Each credit union has a field of membership or geographical area in which it may operate. The field of membership for a federal credit union is regulated by the National Credit Union Administration; while state agencies regulate the field of membership for state-chartered credit unions.

ALTHOUGH SOME CREDIT UNIONS have an extensive field of membership and service their members by mail and overseas teletype most serve a limited geographical area. It is estimated that about 20,000 stateside Navy personnel are currently ineligible for credit union membership. A program is being developed so that all Navymen and Navywomen will have an opportunity to join some Navy credit union. The Personal Services Division in the Bureau of Naval Personnel is working vigorously to influence credit unions to extend their fields of membership, but it will take some time.

For most Navymen and Navywomen, joining a credit union is really very simple. You merely submit an application form and agree to purchase at least one share, which usually costs $5.00. Once your application is accepted and you become a member or shareholder, an account will be opened for you and you will be entitled to the benefits and services that are offered by your particular credit union. The shares or savings deposited in your account are redeemable and draw interest or earn dividends for you. Dividends are paid out of credit union earnings and may be compounded annually, semi-annually or quarterly. Navy credit unions are permitted to pay an annual dividend on member savings of up to 6%. However, the average annual dividend is computed at about 5½%. Dividends, like interest earned from a bank account, are taxable and must be reported to the Internal Revenue Service. Many credit unions, at no individual charge to their members, provide loan protection insurance for their security in case of death or disability. Some even offer life insurance in conjunction with member savings.

FOR YOUR PROTECTION, there are many safeguards built into the Federal Credit Union Act and other rules and regulations have been established by the National Credit Union Administration. The shares in a federal credit union are insured for up to $20,000 by the administrator of the National Credit Union Administration. All federal credit unions are required to obtain performance bonds on their officers and employees. Audits are required and accounts must be verified at regular intervals, either by, or under the direction of a supervisory committee.

Congress has provided that the single purpose of each federal credit union "is promoting thrift among its members and creating a source of credit for provident or productive purposes." Credit unions exist and flourish primarily because they promote thrift and provide credit at reasonable rates.

"Not for profit, not for charity, but for service" has become the slogan of the credit union movement. As a member of a Navy credit union you are both a lender and a borrower and you usually get the best of both worlds.

FYI – Cost Reduction Measures

THE BUREAU OF NAVAL PERSONNEL has initiated a number of policy changes in recent weeks. Most are aimed toward tightening the manpower budgetary belt in order that it becomes more suitably tailored to a peacetime posture, and because present funding limitations make it necessary.

Some of the programs affected have only been reduced, others eliminated altogether. Nevertheless, the accent is on the positive.

Personnel matters related to the Navyman may appear a little austere for the remainder of fiscal year 1973. There is, however, reason to believe that established transfer and promotion cycles will be reinstated to some favorable degree, especially in view of the planned All-Volunteer force by 1 July this year.

The move toward cutting back certain programs this fiscal year began as early as September when it was announced by the Bureau that assignment policies and tour lengths had to be revised due to a shortage of permanent change of station (PCS) funds. Shortly afterward, restrictions were placed on the policy dealing with payment of various claims, as travel and per diem, and on that pertaining to issuing certain orders, moving dependents and household goods.

Then, in November the Chief of Naval Operations announced in a weekly Navy newsgram—Navy news highlights message sent to all ships and stations—a series of widespread reductions in personnel programs for the rest of the fiscal year. They included a new enlisted early release program, along with advancement and promotion delays. Next, the policy of discharging individuals early for the purpose of early reenlistment was revised by a change that went into effect on 1 March.

HENCEFORTH, anyone who desires immediate onboard reenlistment of three months or less before his established EAOS (Expiration of Active Obligated Service) will be separated early, according to the number of years for which he is reenlisting.

For example, should he desire a six-year reenlistment contract, then he may be separated up to three months before his EAOS for that purpose. If he wants to execute only a four- or five-year contract, then the earliest he may be separated before his EAOS is two months. For a three-year contract: one month early separation. Any contract made for less than three years warrants no early separation.

Almost all petty officer promotions have been held up until 15 June; projected rotation dates (PRDs) have been extended an additional three months for enlisted men and women at their present duty stations.

Although automatic promotions to seaman apprentice and seaman are being continued, advancements to petty officer 3rd class and above have been halted except for those already notified.

For officers, a freeze until 1 June will affect all grades through rear admiral with the exception of promotions to commander vacancies from the backlog of 1972 selectees. For all grades, the freeze does not apply to those completing training leading to promotion.

Non-producers, marginal enlisted performers and those individuals considered to be placing a burden on the command as a result of repeated minor disciplinary infractions or civil offenses were encouraged to leave the Navy early by volunteering for an early release. Over 3000 such discharges were authorized during January and February this year.

IT WAS ALSO ANNOUNCED that plans were in progress to terminate spot promotions, that time-in-service requirements in the junior officer grades were to be changed to 24 months for lieutenants (jg) and 48 months for lieutenants.

The policy authorizing automatic promotions to petty officer 3rd class for a certain percentage of class "A" school graduates has been suspended. However, promotions that are part of an enlistment contract—such as for the nuclear and advanced electronics technician fields—are being continued.

In the area of transfers, students graduating from flight training in June will not be transferred from the Training Command until the month of July. Further, Naval War College, Postgraduate School and Fleet Ballistic Missile Navigator and Weapons Officers Submarine School graduations will be delayed until July. Meanwhile, potential graduates of these courses will receive extra instruction in such subjects as race relations, command leadership and drug abuse.

In addition to the foregoing, studies have been initiated on methods to cut official travel and per diem expenses and to tighten accounts dealing with leave. And the designation of certain public quarters as "inadequate quarters" has been delayed until 1 July.

ASIDE FROM THE RESTRAINTS placed on promotions, the cutback in proficiency pay will have a great impact on those individuals receiving extra pay. Effective as of 1 April, these pro pay categories will be reduced—or discontinued—accordingly:

- Aviation fire control technician (AQ) award of P3 ($150) is reduced to P3 ($100) and aviation electronics technician (AT) award of P2 ($75) to P1 ($50). NECs 4952, 4953, 4954 and 4955 are reduced from P3 ($100) to P2 ($75).
- Slated to end is P3 ($100) pay related to data systems technicians (DS) and NECs 1155, 1541, 4931 and 4951.
- P2 ($75) skills scheduled for phase out are:

1) Sonar technician (ST) and sonar technician general (surface) (STG)—STSs and STs from STS source rating will continue to receive the pro pay, however.

2) Aviation antisubmarine warfare operator (AW), electronics warfare technician (EW), fire control technician (gun fire control), FTG, and gunner's mate technician (GMT) ratings, and

3) NECs 033, 0334, 0984, 0997, 272X and 277X.

A list of "cost avoidance actions" published by the Bureau follows:

Cost Avoidance Actions Affecting Officers

- All officers now serving on an accompanied overseas shore tour will be extended to the maximum tour length authorized. These extensions are only for those officers currently overseas and those receiving such orders during the remainder of FY73.
- The Officer Salvage Diving Program has been reduced by 50 per cent for the remainder of FY73 with no more than 29 officers being introduced to the program.
- The Basic Underwater Demolition Seal Training (BUDS) quota has been reduced for the remainder of FY73 from 36 to 18 officers.
- For the remainder of FY73, all Officer Damage Control Training will be conducted only at San Diego and Norfolk.
- Naval Reserve lieutenants and lieutenants (jg) who twice failed to be selected for promotion were slated for release by 31 March.
- Spot promotions are suspended until June 1973.
- Naval Reserve officer voluntary recalls were deferred until the fourth quarter of FY73, commencing 1 April.
- Officer promotions to most grades have been stopped until June.
- Promotion to LTJG will now occur at the two-year point and to LT at the four-year point.
- The officer Helium-Oxygen Deep-Sea Training course has been discontinued for the duration of FY73.
- Only Officer Candidate School graduates will be allowed to enter the Surface Warfare Officer School for the remainder of FY73.
- Bettis Laboratory Training for Naval Reactor Engineers has been postponed through FY73.
- Transfers will be delayed until July for officers at Naval War College, Naval Postgraduate School, and the Basic Submarine School for fleet ballistic missile weapons and navigation officers.
- Officers graduating from other service schools during the latter portion of the fourth quarter of FY73 will not be transferred until July.
- Where possible, all orders to FY74 service schools and colleges will not authorize detachment from current duty station before 1 July of this year.

Cost Avoidance Actions Affecting Enlisted Personnel

- Scheduled advancements for pay grades E-3 through E-9 have been changed from the first of the month to the 16th of the month. Pay grade E-2 advancements to be determined by the command.
- Reduce or terminate pro pay in the AQ, AT, DS, ST, STG, AW, EW, FTG, GMT, and various NECs (see above) as of 1 April.
- Wherever feasible, transfer recruits in groups to

the next duty station to which they are assigned.

- Withhold until June 1973 all planned petty officer advancements except those contracted under guaranteed programs, such as the nuclear and electronic fields.
- Cancellation of the accelerated advancement program in which eligible graduates of certain "A" schools were offered automatic promotion to pay grade E-4 became effective on 1 January.
- Individuals whose projected rotation date is currently recorded as April 1973 or later, and who are serving on board in a permanent duty status in types duty 1, 2, 4 and 5 (shore, sea, non-rotating sea and neutral) have had their PRDs extended three months. There are exceptions, however, for those individuals who are in ratings or NECs having a six-year sea tour; who are communications technicians; who are temporary air Reservists or who are in engineering ratings participating in LANTFLT PHASEVEY, a pilot program designed for a balanced rotational flow of individuals within the Atlantic Fleet.

Also exempt are individuals serving in the Sixth and Seventh Fleets and whose PRDs have already been adjusted due to operations in Southeast Asia and the Mediterranean.

Because of unique problems relating to FBM submarine patrol cycles, and to insure proper manning of the nuclear fleet, special extensions have been arranged for individuals serving in SSBNs and other naval nuclear propulsion plant units.

THAT ABOUT WRAPS UP the exceptions to the three-month PRD extensions, except that those individuals whose PRD falls during the months of April, May and June 1973 may consider their extensions as "soft." That is, in some cases extensions may be canceled—especially in deprived ratings—because of personnel requirements related to high priority programs or other essential rotation situations. Final actions recommended:

- Holding in abeyance all one lump sum and remaining amount VRB payments for the remainder of FY73, except in severe hardship cases.
- Suspending purchasing certain high-cost luxury and convenience food items for Navy general messes.

All of the foregoing actions were set into motion on 8 February as published in BuPers Notice 1306, slated to be canceled by July of this year.

—JOC Marc Whetstone

Communications ---it works both ways

MANY FEEL the basic problem of racial discrimination today is cultural misunderstanding—they feel majority and minority groups suffer from a lack of dialogue about each other's culture.

One man who is trying to create an atmosphere conducive to this dialogue is Navy Chief Warrant Officer Walter Gibson who formerly served as the Special Assistant for Minority Affairs on the staff of the Naval Advisory Group, part of the Military Assistance Command in Vietnam. A 14-year veteran, Gibson admits to having no real academic background in minority affairs. "All I have as credentials are living and being black for over 30 years," Gibson stated.

The Chairman of the Command's Human Relations Council since June 1971, Gibson was constantly involved in attempts to improve communications and mutual understanding. He feels that Admiral Zumwalt, Chief of Naval Operations, has put forth the right directives and initiated the correct philosophy. But it is still up to people to make these programs work.

"You have to go out and meet the people, rap with them and find out first-hand what is happening. People will not always come to you. I think it is my responsibility to keep my finger on the pulse of the problem, not just read about it," explains Gibson.

Recent incidents aboard U. S. Navy ships and shore installations seem to substantiate Gibson's feelings. Gibson views these incidents as not completely the fault of the people in leadership positions, but rather the fault of individuals who misread a calm situation as one in which there are no problems.

"There was an undercurrent there, but no one seemed to be aware of it."

"I feel that the Navy has come a long way in fighting racial discrimination," mused Gibson. "Fourteen years ago you rarely found a black man in a technical field, let alone attending a service school. I attended radio school, which put me among the minority. Today you have black officers, not only as junior officers, but there's also a black admiral on active duty. I think the Navy has made changes, but there are still some barriers to overcome."

Gibson and his wife Tomie call Vallejo, Calif., their home. After completing his tour, he was transferred to Naval Schools Command, Mare Island.

WHAT'S NEW IN THE NAVAL RESERVE

In a move designed to strengthen the Naval Reserve, the Navy has consolidated the Naval Surface and Air Reserve Commands into one command. The new command is headed by a three-star admiral with the title, "Chief of Naval Reserve;" Vice Admiral Damon W. Cooper, USN, has been nominated to head the command.

Admiral Cooper has also assumed a new additional position on the staff of the Chief of Naval Operations as the "Director, Naval Reserve." He will be directly responsible for Reserve affairs to the Chief of Naval Operations in accordance with Title 10 of the U. S. Code.

In making the consolidation decision, Secretary Warner told the Chief of Naval Operations that, "The Secretary of Defense and I shall expect a full combat-deployable Naval Surface and Air Reserve maintained in a 'ready' status through the use of improved facilities, challenging and meaningful training, appropriate manning, and the assignment of a full complement of mission-capable hardware."

The Chief of Naval Reserve reported directly to the Chief of Naval Operations and also for additional duty to the Commander in Chief, Atlantic Fleet, and the Commander in Chief, Pacific Fleet. He has two rear admiral deputies—one for Air and the other for Surface Reserve.

The deputy, who has a designator different from that of the chief, also serves as the "Deputy Chief of Naval Reserve." For example, while Vice Admiral Cooper, who is an aviator, is the Chief of Naval Reserve, then the rear admiral deputy, as a surface officer, will also serve as the "Deputy Chief of Naval Reserve." In announcing the consolidation, Navy Secretary John W. Warner said that in due course he would like one of the flag officer deputies to be an inactive duty Reserve officer who would be recalled—voluntarily—to active duty.

Active and inactive duty officers participated in the planning for the consolidation, and the final version contains many suggestions made by Reservists themselves.

Headquarters of the new command is at New Orleans, La., the site recommended by the Naval Inspector General. The Inspector General determined that a central location within the United States was necessary, as opposed to a site on either the East or West Coast. There also was a need to have a port facility as well as a nearby Naval Air Reserve facility.

In a move to conserve funds, it was desirable to locate near an existing, modernized naval air facility—New Orleans met all of these specifics.

The Secretary of the Navy stated that among the first duties of the new Chief of Naval Reserve will be to submit recommendations to him through the Chief of Naval Operations on the following:

- A detailed plan of action and milestones for putting the decision into action.
- Responsibility for readiness of the surface and/or air hardware units; i.e., whether Chief of Naval Reserve or the fleet commanders in chief shall control ships and planes.
- Additional missions which can be appropriately assigned in our contingency plans to the Reserves under the Total Force concept and increased resources, if any, necessary.

Among numerous duties, Vice Admiral Cooper is responsible for establishing and justifying Reserve funds appropriated by Congress for operation, maintenance and construction programs.

Secretary Warner said he considered this Reserve consolidation a positive step in support of the Total Force concept.

Vice Admiral Cooper was Commander Attack Carrier Striking Force off Vietnam for the past 19 months. As such, he has had the responsibility for conducting naval air strikes in Southeast Asia.

Reserve Recruits

Gunner's Mate 2nd Class Paul Christian is a Naval Reserve recruiter but prospective recruits aren't his only interest when he walks into the Lincoln Youth Center at Fort Smith, Ark. There are 450 young people enrolled at the center. They come there to have fun and make friends and Paul Christian makes certain that everyone is enjoying himself. The fact that the center also helps establish friendly relations between neighborhood kids and the police reduces local vandalism and provides a wholesome recreational outlet for young people is a bonus.

The youths who frequent the center are between the ages of eight and 18. The organization's leaders estimate that most drop in each day after school. The local ministers are working on a program of spiritual guidance for the center's members and there are provisions for those with health problems to be directed to the appropriate agency.

For Petty Officer Christian, the center has also provided a place where he can talk to young people about making a career in the Navy. If he convinces any of the members he contacts to join up, he considers that a plus. In the meantime, Paul Christian is doing something he likes to do and helping the community, too.

SUBMARINE COMMANDER, USNR

To qualify for submarine command as an inactive Naval Reserve officer is an almost impossible task for a civilian-sailor. Yet, after more than five years' perseverance and hard work, Lieutenant Commander Charles T. Ricker, Jr., may be the first man to do it.

His interest in submarines began while he was on active duty aboard the rescue escort USS *Marysville* (EPCER 857). This small patrol vessel often was assigned duty with maneuvering submarines. Ricker, then an ensign, was determined to find out more about what went on in the world below him.

Transferring to inactive Reserve status in 1960, Ricker, who had by then attained the rank of LTJG, became affiliated with Submarine Division 4-37, a component of the Naval Reserve Training Center at Philadelphia, Pa. There he began a three-year training program toward becoming a submariner.

The training in submarines led to Ricker earning his dolphins in 1966. The dolphins symbolized his designation as a U. S. Navy submariner.

Ricker spent active duty for training tours in the submarines *Grouper, Carp, Irex, Diodon, Caiman* and *Clamagore*. He said he learned much from the crewmen of the subs who spent hours on watch giving him instructions.

Other training which led to Ricker's qualification for submarine command included tactical instruction and a Prospective Executive Officer's Course at the U. S. Naval Submarine School at New London, Conn., as well as 22 correspondence courses in such subjects as diesel engines, oceanography, problems in marine navigation and elements of naval machinery.

Ricker was named qualified for command of submarines on 2 Aug 1971. A convening Navy board of expert submariners to evaluate Ricker's qualifications said:

"The board determined that LCDR Ricker possesses the depth of knowledge, breadth of experience, judgment and command presence requisite in a submarine commanding officer."

Veterans of Silent Service Combat Asked to Record Their Experiences

The memory of a submarine action generated by an experience during World War II could possibly become a part of recorded history—in your own words.

Through a program of taped interviews by veterans of significant "silent service" action during the war, the Commander Submarine Force, U. S. Pacific Fleet, is attempting to document notable and specific historical information from a generally untapped source—the individual.

Entitled Operation STASH (Stop Throwing Away Submarine History), the program is based on the recorded conversations in an effort to enhance present files of past history on the role of submarines, especially in the Pacific Theater. It is hoped that recollections and descriptions by actual participants will better the understanding of such events, not only for military personnel, but interested civilians and students as well. Recordings will be kept in the Pacific Submarine Museum on the Naval Submarine Base at Pearl Harbor and will be available to the public for use within the museum upon request.

An individual willing to share a silent service memory may do so on his own tape-recording equipment or on equipment available to him through his neighborhood library. And, to simplify matters, the participant will be provided ample magnetic recording tape, a list of proposed questions and a scenario format to serve as a guide in conducting the homemade interview. The interviewer may be a friend or relative.

For further information, write to: "Operation STASH," Commander Submarine Force, U. S. Pacific Fleet, FPO San Francisco, CA. 96610.

Training in THE TOWER

THE Basic Underwater Demolition/SEAL Team training unit (BUD/S), a department of the Naval Amphibious School in Coronado, Calif., has added a new and unusual facility to its already complex and diversified training program. The "Frog Family's" new facility is formally known as the "Naval Amphibious School Free Ascent Training Tower"—but is more commonly referred to as, simply, the tower.

The tower is a 46-foot high column of water which is 20 feet in diameter. Located adjacent to the BUD/S training area on the Coronado Silver Strand, it holds 105,600 gallons of water—with a weight of more than

New Developments in UNREP

SINCE UNDERWAY REPLENISHMENT at sea was first introduced more than 30 years ago, the methods and equipment used in the operation have become greatly sophisticated. Today, the complexity and speed of operations during an "unrep" demand a highly skilled, carefully coordinated team of specialists.

The creation of such teams was the object in an innovation of on-ship training conducted in early 1971 aboard USS *Santa Barbara* (AE 28) at that ship's home port, Davisville, R. I.

Santa Barbara was selected as school ship in order to train deck teams from other ships in the operation of missile/cargo STREAM (Standard Tensioned Replenishment Alongside Method)—an unrep system which uses a wire highline made fast to the receiving ship and a trolley that travels along it by means of inhaul/outhaul wires.

The unique feature of STREAM is the constant tension maintained on the highline by a hydropneumatic type ram tensioner system. The ram tensioner maintains constant tension in the highline regardless of the roll of the two ships in sea states up to and including 5. In Missile/Cargo STREAM the inhaul/outhaul wires are controlled by winches which also automatically maintain controlled tension regardless of relative ship motion. All these features result in rapid and safe transfer of material, even under conditions previously considered marginal or unacceptable.

The training program, designed and administered by representatives of the Naval Cargo Handling and Port Group, included both classroom and practical instruction.

In order to make the drills as realistic as possible, two receiving ship "mock-up" kingposts were installed on the pier by local Seabees, enabling the students to simulate actual alongside operations and to pass ammunition to and from the pier on the highline.

Included were instruction in operating procedures for the various rigs and equipment, classroom lectures on the theory and practice of replenishment, and actual transfer operations.

The positive results of the school, based on comments by both students and instructors, argue for continuance of the type commander-sponsored SERVLANT STREAM Training Team.

USS CHARLES F. ADAMS (DDG 2) completed two underway replensihment operations with a civilian tanker, SS *Erna Elizabeth*, while operating as a member of NATO Standing Naval Force Atlantic. The refuelings took place off the northern coast of Puerto

45 tons. The tower includes a submarine escape hatch (similar to those found on conventional submarines) built into its cylindrical bulkhead 35 feet below the water's surface. This hatch is used to familiarize BUD/S students with egress procedures from a sunken submarine since, when they qualify as UDT/SEAL Team members, they'll be using such methods to enter a watery environment.

Other Navy people to use this new facility include UDT/Seal Team members, Second Class Navy Divers, and any submariners in the area who need to brush up on escape procedures. The BUD/S tower represents the only facility of its kind on the West Coast. Naval bases in New London, Conn., and Pearl Harbor, Hawaii, are the only other commands with comparable facilities.

One of the major potential hazards for individuals ascending from a submarine escape hatch is air embolism, a potentially fatal condition of tiny air bubbles forced into the blood stream. In case a person in the tank does develop an air embolism, the tower is equipped with a recompression chamber located at the water's surface where the victim may be treated within seconds after suffering a diving mishap.

Another essential piece of equipment on the tower is a diving bell which is used as a way station for instructors escorting the trainees between the escape hatch and the tank's surface—a popular feature among students since, when you're learning something as difficult as this, it's nice to have an instructor around.

Rico as part of the joint U. S. Navy-U. S. Maritime Administration project "Charger Log I."

Adams' first unrep with the tanker made her the first U. S. destroyer to participate in Charger Log I and one of the few naval ships to be replenished underway from a civilian tanker. The refuelings were accomplished by the astern method in which a hose is passed over the tanker's stern, through several hundred feet of water, to the forecastle of the receiving ship. This method is commonly used by foreign navies but is almost unkown in the U. S. Boatswain's Mate 1st Class Calvin E. Powell, petty officer in charge of *Adams'* refueling station, commented that this method of replenishment is probably the simplest to rig and use that he's employed.

Project Charger Log I is a test to determine the feasibility of routinely refueling U. S. warships from U. S. flag civilian tankers in circumstances where U. S. Navy oilers might not be available. *Adams'* first astern refueling procedure was recorded on videotape to provide closed-circuit TV communication for the crew. The second unrep went even better than the first.

From RD to OS

The Navy removed the Radarman rating from its job list last November and replaced it with Operations Specialist, a new one more fittingly describing the expertise required of those dealing in the field of detecting radio-wave echoes.

However, the change from RD to OS, insofar as the Navy's 10,000 radarmen are concerned, was in name only. They have retained the same service school facilities at the Great Lakes Naval Training Center in Illinois, they wear the same rating badge, and many of them have the same responsibilities, except now their association with radar—radio detecting and ranging—is far more refined.

In the infancy of the rating, radarmen were essentially just that—radarmen, men who scanned little black boxes stashed away in an obscure corner behind dark drapes on board ship. But today's Operations Specialists must use a variety of communications equipment to collect such information. They are trained to evaluate information, using highly sophisticated technical data systems unlike anything dreamed of during World War II. And, they must have a workable knowledge of a large number of tactical publications since they are called upon to control aircraft and give pilots tactical guidance based on their evaluated radar information. Consequently timing and accuracy become two vital factors required in the makeup of the Operations Specialist, making him essentially just that—a specialist.

CHOPTECH W2 David H. Lee, USN.

A Mother's Letter to SecNav

When a young man sits down and expresses his patriotic feelings about serving in his country's Armed Forces, he does so freely, with a sense of pride and self-reliance. It usually comes simply, with explicit words, to the point. He recognizes his duty. He sincerely cares.

But, if that man should die, what then is the value of his feelings? What about those of his loved ones left behind, say, his mother? Expressing one's feelings about such a personal loss doesn't always come easy, as was surely the case for Mrs. Peggy E. Pilot of Salisbury, N. C.

After Mrs. Pilot received word from the Secretary of the Navy that her son had been killed on board the cruiser USS *Newport News* (CA 148) as a result of an accidental gunmount turret explosion during a shelling mission off Vietnam, she wrote to the Honorable John W. Warner conveying not only her own feelings, but those of her son, as he wrote them to her as a Navyman. The Secretary shares Mrs. Pilot's letter with the readers of All Hands.

Dear Mr. Warner,

I am the mother of Seaman Stanley G. Pilot, Jr., who was killed on the USS Newport News, 1 Oct 1972.

I just wanted to write to you to thank you for the kind letter you wrote on 12 Oct 1972, and to let you know that I am so very proud that Stan chose to serve his country.

He would have been 19 years old 11 Oct 1972, and that made our grief that much harder to bear. My daughter is all I have left, but I am not bitter because I keep thinking of several lines from a letter Stan wrote to me on 3 Mar 1972, while he was in Boot Camp.

He wrote, "It was my own decision. I haven't regretted one single minute of it. I am proud to be serving a country that is free like the United States is. I have enjoyed every minute of Navy life."

All we can do now is to pray to God for the safety of his mates and ship. And for the captain, who I know how his heart was breaking when he had to write those 19 letters.

Thank you again for thinking of me.

Yours truly,
Mrs. Peggy E. Pilot

In his reply to Mrs. Pilot, Secretary Warner extended his appreciation for the warmth and sincerity of her letter, adding, "The everlasting pride you have in your son, his service in the Navy and his service to his country is an inspiration to families and his shipmates wherever they are."

British Sea Cadets Honor U. S. Navy Chief

The memory of a late U. S. Navy senior chief petty officer was honored recently by a group of British Sea Cadets in the London suburb of Stoke Newington. A trophy bearing the chief's name, Archibald R. Berthiaume, was presented to the cadet unit by Rear Admiral Edwin M. Rosenberg, USN, Deputy Commander in Chief and Chief of Staff, U. S. Naval Forces, Europe.

The late Chief Berthiaume, a senior chief draftsman, was stationed in London from 1960 to 1963. During that time, he devoted most of his off-duty hours to instructing and leading the youngsters of the Willesden-Paddington Sea Cadet Unit, one of 67 units in the greater London area. Among the Willesden-Paddington cadets was his son, who is now a U. S. Navy lieutenant on active duty. Chief Berthiaume returned to the U. S. in 1963, and in March 1968 he died after 27 years of naval service. He is buried in Arlington National Cemetery.

To perpetuate the memory of the chief who liked to be called an "honorary Englishman," his friends in the Sea Cadet Corps instituted the Berthiaume Memorial Trophy. It will be awarded annually to one of the 12 cadet units in District Six, one of the six districts in the London area.

Competition for the trophy involves a 48-hour survival course in midwinter. Each cadet unit sends six boys, aged between 14 and 18, on a 30-mile cross-country hike during which they live on only the provisions they carry on their backs. A complex grading system based on speed and efficiency determines the trophy winners.

This Adventure Training Competition, as it's called, is only one phase of the Sea Cadet training program. The Stoke Newington unit, for example, holds meetings seven days a week throughout the year and offers training in marlinspike seamanship, engineering, marksmanship and many other subjects. Two meetings a week are mandatory, and the boys attend in uniform. During weekends, the cadets often stay aboard a houseboat on the River Lie.

Currently numbering 40 cadets, the Stoke Newington unit is supplied uniforms by the Royal Navy which also offers annual training courses on H.M. ships and shore establishments.

—PH1 Bob Woods

Naval Aviation Museum

GROUND HAS BEEN BROKEN and construction begun on the Naval Aviation Museum—a multimillion-dollar building at NAS Pensacola which will house artifacts and records tracing naval aviation from its infancy to modern times. Retired Admiral Arthur W. Radford, former chairman of the Joint Chiefs of Staff and now president of the Naval Aviation Museum Association, is in charge of the fund-raising for the structure.

Funds have been received through private solicitation and through donations at special events such as a pro-am golf tournament at NAS Pensacola, and shows featuring the Blue Angels Flight Demonstration Team at air stations throughout the United States. More than $1 million—including $200,000 donated by active and former naval aviators—has been raised for the initial phase of the estimated $5 million project. These funds will permit the construction of the first increment—a $1.5-million main exhibit hall scheduled to be completed in early 1974.

The present aviation museum—also at Pensacola—has exhibits including full-scale aircraft, but many items have been placed in storage because display space has been lacking. The new museum is designed to absorb these and other items which will be donated.

The building, designed by a New York firm, will contain 150,000 square feet in contemporary design featuring a large display hall in the center. This hall plus entrance way, lobby, gift shop and office space for the museum staff, is included in the first step of construction. Plans call for the museum to incorporate workrooms and storage facilities, plus an auditorium for seminars.

High School Mini Cruise

IF YOU'RE SELLING A PRODUCT, there's nothing like a sample. When the product is the Navy, the sample could very well be a cruise. That's how the entire senior class of Brunswick High School found itself aboard USS *Raleigh* (LPD 1) after a cruise aboard two small landing craft.

Brunswick High School is located in Lawrenceville, Va., a landlocked community south of Richmond. The 166 students traveled to Norfolk at the invitation of the Navy Recruiting District, Richmond, and took a seven-mile ride, complete with white caps and salt spray, from Little Creek.

While they were "at sea," the young guests toured nearly every inch of the ship, sampled Navy chow and were impressed on their arrival in *Raleigh's* cavernous well deck.

The trip so impressed several of the students that they decided to go Navy. Those who didn't at least know a little more about the sea service and, after graduation, may decide that Navy life is for them.

The idea of mini-cruises for prospective recruits was adopted in the spring of 1972 by the U. S. Atlantic Fleet Cruiser-Destroyer Force and has since gained in popularity both in the Atlantic and Pacific fleets and with recruiters and prospective recruits.

—Story by JO1 Carolyn N. Langhols, USN

IDEAS PAY OFF

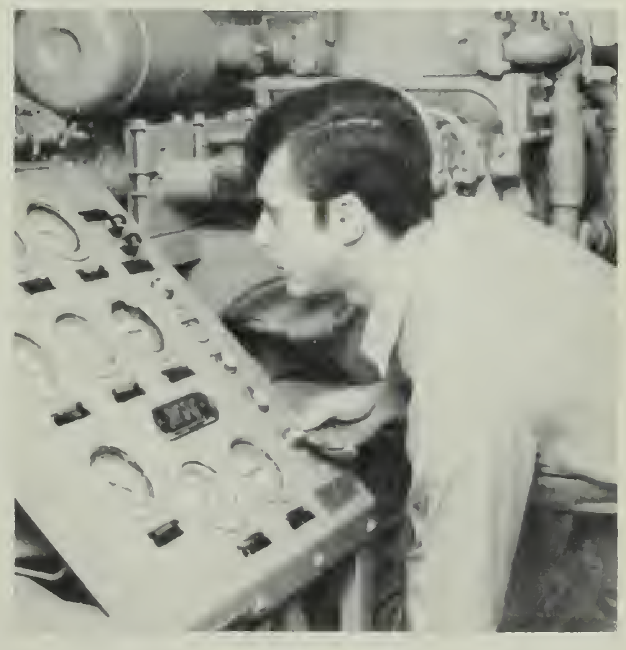
MACHINIST'S MATE Second Class Kenneth R. Mayer submitted a suggestion aboard USS *John F Kennedy* (CVA 67) and is $500 richer for his effort.

Like most suggestions, Mayer's was the essence of simplicity. When he reported aboard *Kennedy*, he noticed in the ship's number two and four main engine rooms that air was cleaned by an oil system after it came from a compressor and before it was piped into the high pressure system.

The systems in both engine rooms, however, operated independently of each other. If the cleaning system in one engine room became inoperable, there was no way to cleanse the air in that particular system.

Mayer suggested that the two high pressure air systems be connected by pipes and a series of valves. In this way, even if the cleaning system on one pump was down, air from the system could be cleaned by the other pump.

In addition to the satisfaction Petty Officer Mayer received from the $500 award he received for his suggestion, he was also gratified to hear that the system he suggested will soon become standard on all aircraft carriers. —Story by JO3 John D. Berghofer



On the subject of weight-

WINNING by LOSING

THE BATTLE of the bulge is an ever-present problem in today's society. It's the only battle you win by losing.

There is a fine line between just being overweight and being obese. Although there is no definite rule on what constitutes obesity, some agree that a difference of 10 per cent above the average or desirable weight is considered excessive poundage. Others place 20 per cent as the limit outside of normality.

Although there is disagreement concerning the dividing line between obesity and simply being overweight, doctors agree that excess weight is a health hazard. They also agree that obesity, in particular, has been associated with four different hazards—changes in various normal body functions; increased risk of developing certain diseases; detrimental effects on established diseases; and adverse psychological reactions.

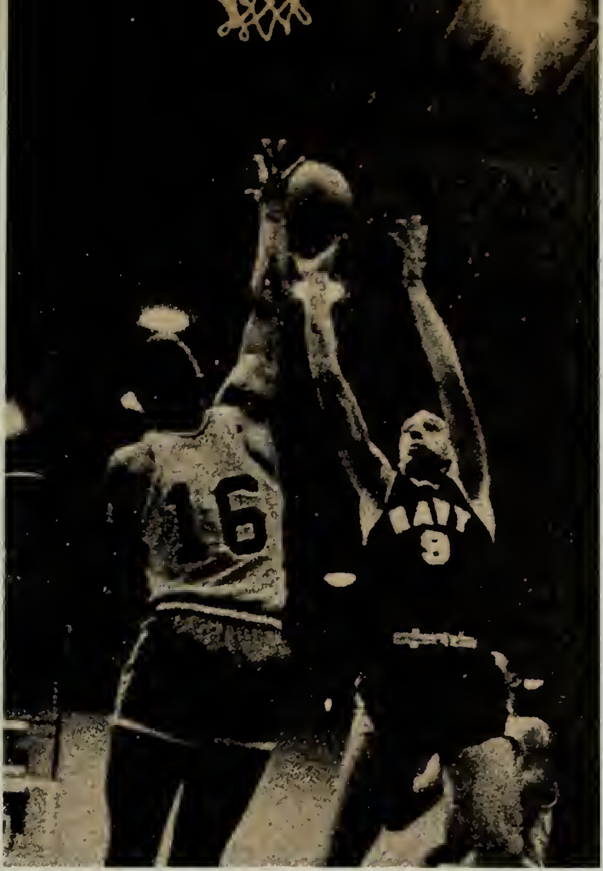
The number or severity of functional changes in the body has nothing to do with the degree of a man's obesity. In some exceedingly obese people, changes are only temporary while in others who are only mildly overweight, some major derangements take place. Usually, the rule is: The more fat, the more trouble.

TAKE RESPIRATORY DIFFICULTIES as an example. The more weight in the chest wall, the greater the work of breathing, and a man whose fat is distributed all over his body has just that much more tissue to supply with blood.

Because a man is fat, carbon dioxide will accumulate in his blood, making him lethargic and sleepy. Lowered oxygenation in his arterial blood can cause his red cell production to run away with itself leading to thromboses and other problems of blood clotting.

A fat person usually develops high blood pressure which often returns to normal after a significant weight loss. Hypertension is also often a malady suf-

Overweight can be controlled with sensible eating habits and some form of exercise such as participation in sporting events or physical education training.



fered by a man who gains excess weight. It is a medical fact that the obese suffer more from hypertension than those whose weight is normal. The fat, hypertensive man also runs a greater risk of heart disease than his slim but also hypertensive neighbor.

There are other undesirable side effects for the fat man, too. He is more likely to suffer from diabetes than his slimmer brother and he is a bad surgical risk. If he is 10 pounds overweight, his chances of dying before his time are eight per cent above the normal death rate and, if he is 50 pounds overweight, his chances of an early death increase to a whopping 56 per cent above normal. Most physicians agree that obesity aggravates a host of existing disorders such as varicose veins, osteoarthritis and other bone and joint diseases.

SINCE FOOD IS A COMFORT to most people, an obese person who tries to reduce his food intake is quite likely to run into some psychological difficulties and may, indeed, require psychological help while he is dieting, which is, unfortunately, about the only way to rid oneself of excess fat.

A diet should be nutritionally sound and shouldn't make the dieter feel too hungry. Most overweight people do most of their overeating late in the day and during the night, so particular care should be taken to control caloric intake during these periods. Before an effective diet is adopted, it is possible that many will be tried and discarded. Once a diet rids a man of unwanted weight, he may have trouble keeping himself slim because it will seem that he is faced either with perpetual hunger or obesity.

There is, however, an alternative and that is exercise. An increase in a man's physical activity can burn unwanted calories. Often all that is required is a daily walk of several miles. Regular exercise adapted to a man's physical capacity not only prevents fatness but also promotes positive nitrogen balance and better muscle tone.

Assistance for Navy Dependents

THERE ARE A NUMBER OF BENEFITS available to the dependents of deceased veterans and some others which are available to the families of men (and women) who have been listed as missing in action or as prisoners of war. Every Navy family should be aware that these are available and know how to obtain them. Complete information on both is available from the nearest Veterans Administration Office; however, here is a brief rundown:

- Dependency and Indemnity Compensation (DIC): This is payable to eligible dependents of veterans whose service-connected death or disability occurred during or after 1957. Those who are eligible are widows, widowers, and unmarried children under 18. Certain helpless children and those between 18 and 23 who are attending schools approved by the Veterans Administration may also be entitled to this benefit as may be parents of deceased or disabled veterans.
- Non-Service-Connected Death Pension: This is payable to widows, widowers, and unmarried children under age 18 or under 23 if they are attending a VA-approved school. Applicants must meet VA income requirements to be eligible.
- Orphans', Wives', Widows' and Widowers' Education: This benefit provides for training in schools, colleges, apprenticeship programs, correspondence courses and on-the-job training. The services of tutors are also authorized.

IN ADDITION, this benefit extends to the dependents of veterans who are totally disabled because of service-connected disability and to dependents of servicemen who have been listed as missing in action or who have been prisoners of war for more than 90 days.

- Home Loans for Widows, Widowers and Wives: Unremarried widows and widowers of men and women who served during or after the Korean conflict and died of service-connected disabilities are eligible for this benefit. So are the wives of active duty servicemen who have been listed as missing in action or as prisoners of war for more than 90 days. Men and women who are in this category are eligible for GI home loans. As most people know, GI home loans generally require a relatively small down payment.
- Burial Benefits: These are also available to the dependents of veterans. Information may be obtained from the nearest VA office, veterans' organizations and even from a funeral home.

According to the veterans' law signed in October 1972, widowers of women veterans and women veterans themselves no longer have to prove a husband's disability or incapability of support in order to collect veterans' benefits.

The U. S. Government, through the Veterans Administration, probably has the most comprehensive system in the world for aiding veterans and their dependents but it emphasizes that these benefits are not furnished automatically. You must apply for them.

Application must be made by anyone entitled to veterans benefits. Those who do so for the first time must supply either a copy of the veteran's discharge, his complete military service number or a record of claimed service such as branch of service and dates of service.

Anyone who has previously filed a claim for benefits due a veteran's service need only supply the veteran's claim ("C" or "XC") number.

New Procedures Can Ease Transfers Involving Dependents Requiring Care

NEW ASSIGNMENT PROCEDURES are now in effect to help service men and women who have dependents with special medical or educational problems receive assignments near facilities which can help these dependents. The new procedures center around the command or Area Health Benefits Counselor and the advice he or she can give to the members and their dependents.

Those members who have dependents needing special care should talk with the command's Health Benefits Counselor—normally a Medical Service Corps officer, hospital corpsman or civilian employe within the Navy medical department or the Health Benefits Counselor of the area naval medical facility. In this discussion, they should find out what kind of treatment their dependent needs and where they can best receive this treatment.

The sponsor should list the areas where these facilities are located on his duty preference card, and he should also submit a letter of request with documentation of the dependent's condition. This letter can be prepared with the help of the Health Benefits Counselor. The letter will be retained by the Chief of Naval Personnel and does not need to be resubmitted unless conditions have changed.

The letter should be forwarded to the Chief of Naval Personnel, via the Chief, Bureau of Medicine and Surgery, approximately seven months prior to normal rotation. If urgent and unusual circumstances warrant it, humanitarian requests should be submitted in accordance with Chapter 18 of the Enlisted Transfer Manual.

Examples of types of handicapping conditions which will be considered with these requests are emotional disturbances, mental retardation, blindness, cerebral palsy, multiple sclerosis, deafness, orthopedic handicaps, speech defects, severe allergies and multiple handicaps.

Procedure Speeds Pharmacy Line, No Need for Medical Referrals

WAITING AROUND the outpatient lounge to receive the balance of a partially filled prescription is a thing of the past, according to the Bureau of Medicine and Surgery.

A recent change in Navy pharmacy procedures now permits patients to receive the balance of medication due them on partially filled prescriptions without the necessity of paying the doctor another visit to obtain a new prescription. This new ruling does not apply in cases involving refillable prescriptions and prescriptions filled for maximum quantities allowable by local command regulations, the Bureau noted.

Red Cross Is Now Authorized Broader Emergency Use of Naval Communications System

A CHANGE in Navy policy on sending emergency welfare messages to Navy men and women aboard ships or stationed overseas has been made. The American Red Cross may now use naval communications facilities to transmit such messages involving other than members of an immediate family.

Previously, the ARC was limited to sending word of an emergency involving a next-of-kin or last living relative.

Furthermore, the requirement that a statement as to the relationship of the subject of the message to the receiver has been deleted. See BuPers Notice 1700 of 6 Feb 1973 for details.

Students Get Navy Preview

TWENTY HIGH SCHOOL NEWSPAPER EDITORS and staff members and their adult counselors along with Navy Recruiters from Indianapolis, Warsaw, Terre Haute and Muncie, Ind., went to the Great Lakes Naval Training Center for indoctrination recently. Some were educated beyond their expectations.

The trip's purpose was to give the students and their advisors a thorough and honest look at the Navy insofar as that is possible in a single visit to Great Lakes. There were interviews and discussions, an insight into the Navy in transition and an opportunity to learn the basics concerning Navy schools and training methods. Rear Admiral Alene Duerk, the Navy's only woman flag officer, was there and the Navy's People Programs at the Naval Training Center were discussed. There was also an opportunity for the young visitors to interview men who had just finished their recruit training.

To give the visitors an equitable view of quarters available to recruits, some visitors were housed in the least desirable while others were given better examples of housing during their stay.

From a public relations standpoint, the visit was a mixed bag. One of the students said, "I thought my visit was interesting and enlightening but I still wouldn't care to join the military."

Another was more impressed. "I enjoyed my visit to the base and I learned about many aspects of Navy life. I think it's a great deal. If you are looking for a job with responsibility, independence, satisfaction, excitement, travel, adventure, good pay and a chance to help this country of ours, contact your friendly neighborhood recruiter and join the United States Navy."

Navy Husband and Wife Teams

THE NAVY IS CHANGING and few are more aware of it than Ensign Dottie Harrison-Brown Adcock and her husband, Doug, a Navy lieutenant. ENS Adcock recently reported to Patrol Squadron Eight, NAS, Brunswick, Maine, where her husband is also stationed. But the situation wasn't always that good.

After ENS Adcock completed Officer Candidate School at Newport, she was assigned to New York City with Commander, Eastern Sea Frontier, while her husband was stationed in Brunswick—a situation not usually conducive to successful marriage.

Navy policy, however, was on the side of the husband-wife team. In its efforts to be more responsive to the needs of people, BuPers issued new orders which reunited the couple.

When ENS Adcock arrived at Brunswick, there was even more togetherness when Lieutenant Adcock briefed the newly assigned ensign on what Patrol Squadron Eight was all about.

According to the Adcocks, the newly arrived ensign is the first woman officer to be assigned to a deploying squadron and the first wife able to make a deployment as a member of the squadron in which her husband is serving.

Although LT Adcock is a pilot stationed with VP-8, ENS Adcock has no immediate intention of applying for Aviation Officer's School. She is delighted, however, that women are now eligible to do so.

ORDINARILY, it's the wife who bears witness to the ceremony extending her Navy husband's career. But, in the case of Chief Boiler Technician Tommy Beasley the tables were turned as he stood in the background while his spouse, Janice, took the oath of her first reenlistment.

Janice is a Data Processing Technician 3rd class petty officer assigned to the Naval Electronics Laboratory Center in San Diego, Calif., home port of her husband's ship, the ocean escort USS *Francis Hammond* (DE 1067).

Where was the ceremony held?

Where else but aboard *Hammond!*

REMODELING Navy's LaMesa Village

HAPPINESS for Betty Burin was a modernized kitchen and an updated bathroom. She and her husband, Lieutenant James M. Burin, a student at Monterey's Naval Postgraduate School, were residents there of the Navy's La Mesa Village.

Mrs. Burin had never taken kindly to the antiquated facilities in her Navy quarters although, by and large, she thought the rest of the house was fine. There are 887 housing units at La Mesa and half were built

---

FILMS IN THE FLEET

THE FOLLOWING are synopses of a few films recently made available to the fleet by the Navy Motion Picture Service.

SLAUGHTERHOUSE-FIVE

George Roy Hill *(Butch Cassidy* and the *Sundance Kid)* brings to the screen novelist Kurt Vonnegut's psychological satire and study of a World War II veteran. In the quiet town of Illium, N. Y., Billy Pilgrim (Michael Saks) becomes unstuck in time—traveling beyond his death and back to the fire bombings of Dresden. Valerie Perrine (Montana Wamback) makes her debut in this movie as Billy Pilgrim's dream-come-true companion. There's sharp-edged humor in this movie, similar to that of *MASH* or *Catch-22*. If you enjoyed those, you'll enjoy this.

SHAFT

A black detective (Richard Roundtree) finds himself caught in the middle of a potential gang war—but keeps his cool to shrewdly disengage himself. The verbal abuse between the actors in this film is as tough as the action. Academy Award winning score by Isaac Hayes and directing debut of famed black still photographer Gordon Parks.

JUNIOR BONNER

A fading rodeo star (Steve McQueen) returns to his hometown in Arizona and becomes disillusioned with his brother's commercial investments that are ruining the countryside, his father's (Robert Preston) irresponsible behavior and his own rootlessness. Director Sam Peckinpah *(The Wild Bunch, Straw Dogs)* shows his quiet side in this film.

The acting is light—with some fine rodeo action sequences.

SKYJACKED

Charlton Heston plays the pilot of an airliner that is ordered to Moscow by a mysterious hijacker. The authentic-seeming production, which used actual aircraft and much aerial photography, helps to keep the viewer interested while the stereotyped passengers face their trying ordeal in a predictable manner. Directed by John Guillerman.

around 1950. The original 449 Wherry style units are being modernized.

According to Bart Parker, the Assistant Housing Manager, "All of the older units will receive vanity-type, synthetic marble sink tops and about half of those units will have completely modernized kitchens because of their age and small areas." Kitchen renovations include new garbage disposals, ranges, dishwashers, counter tops and additional cabinet space.

While the Navy remodeled the interiors of La Mesa housing units, the residents continued to make the exteriors attractive. Four times a year, residents conduct a beautification program aimed at rewarding superior appearance and landscaping.

When housing units were first built for the students at the Postgraduate School, the Navy intended their design and construction to be compatible with community standards so that La Mesa would blend into the natural beauty of the Monterey Peninsula. Navy families who have since lived at La Mesa have endeavored to keep it pleasant.

Other films also made available are listed below. Movies in color are designated by (C) and those in wide screen by (WS).

Hammer (C): Action drama; Fred Williamson, Bernie Hamilton.

You'll Like My Mother (C): Suspense drama; Patty Duke, Rosemary Murphy.

Pulp (C): Action satire; Michael Caine, Mickey Rooney.

Baron Blood (C): Horror; Joseph Cotten, Elke Sommer.

When The Legends Die (C): Drama; Richard Widmark, Frederick Forrest.

Carbon Copy (C): Action drama; Robert Hosseir, Charles Aznavour.

The New Centurions (C) (WS): Action drama; George C. Scott, Stacey Keach.

Confessions Of A Police Captain (C) (WS): Drama; Martin Balsam, Franco Nero.

Kansas City Bomber (C): Action drama; Raquel Welch, Kevin McCarthy.

The Deadly Trap (C): Suspense drama; Faye Dunaway, Frank Langella.

Stand Up And Be Counted (C): Comedy; Jacqueline Bisset, Gary Lockwood.

Fat City (C): Drama; Stacy Keach, Jeff Bridges.

One Is A Lonely Number (C): Comedy drama; Trish Van Devere, Monte Markham.

The Wrath Of God (C) (WS): Action western; Robert Mitchum, Rita Hayworth.

Blindman (C) (WS): Western; Ringo Starr, Tony Anthony.

The Other (C): Humanistic-horror; Uta Hagen, Chris Udvarnoky.

Tales From the Crypt (C): Horror-drama; Sir Ralph Richardson, Joan Collins.

Son of the Blob (C): Science fiction; Godfrey Cambridge, Carol Lynley.

Stanley (C): Horror-drama; Stanley, Chris Robinson.

Joe Kidd (WS) (C): Western; Clint Eastwood, John Saxon.

The Magnificent Seven Ride (C): Western; Lee Van Cleef, Stefanie Powers.

Snoopy Come Home (C): Cartoon; Animated cartoon.

AFDS—Amphibious Flagship Data System—Computerizes Guidance Control of Aircraft

THE NAVY'S GROWTH in the age of computerization reached command facilities of amphibious warfare flagships with the introduction of a new air coordination system called the Amphibious Flagship Data System—AFDS—an outgrowth of the Naval Tactical Data System.

The new amphib system is operated by the Tactical Air Control Squadron assigned to a flagship and is designed to provide positive radar control of all aircraft in an amphibious operation.

In this way, the air staff of an amphibious task force can keep abreast of the overall picture of air operations. Previously, all guidance techniques used to control fighter and attack aircraft were performed by manual methods.

Five tactical air control squadrons are trained in the use of the new computer systems installed aboard two amphibious flagships—USS *Blue Ridge* (LCC 19) and *Mount Whitney* (LCC 20). TACRONS 11, 12 and 13 support the Pacific Fleet amphibious effort while 21 and 22 operate with the "Gator Navy" in the Atlantic Fleet. Each of the TACRONS is made up largely of experienced naval aviators and air controlmen especially indoctrinated in amphibious warfare. They usually consist of 12 officers (including a liaison officer from the Army and one from the Marine Corps) and 28 enlisted controllers and support personnel.

reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS magazine (Pers 164), Bureau of Naval Personnel, Washington, D. C. 20370, four months in advance.

- USS *Doherty* (DE 14)—30-year reunion is being planned. Contact Harry E. Barbrey, 112 Greenbrier Drive, Simpsonville, S. C. 29681.
- USS *YMS 227*—reunion is set for this fall. Contact Ted DiCecco, 598 North Penna. Ave., Avondale, Pa. 19311.
- USS *The Sullivans* (DD 537)—reunion is set for 3-5 Aug 73 in Denver, Colo. Contact Boyd Robertson, Yuma, Colo.
- *29th Naval Construction Battalion*—reunion is planned for Aug 73. Contact W. P. Mast, Box 29, Lee, Ill. 60530.
- USS *Fletcher* (DD 445)—reunion is planned for Aug 73. Contact Keith E. Snyder, Box 514, Keeseville, N. Y. 12944.
- USS *Wharton* (AP 7)—reunion is planned for Aug 73. Contact George H. Howlett, 110 Central Ave., Malden, Mass. 02148.
- *VP-18 (Flying Phantoms)*—second reunion is to be held 19 May 73 at Jacksonville, Fla. Contact J. M. Bodin, ADJC, 4517 Anvers Blvd., Jacksonville, Fla. 32210.
- USS *Thorn* (DD 647)—the last reunion on board *Thorn* is planned for early summer in 1973 in Philadelphia, Pa. Contact Kaj "Swede" Swenson, 2190 Allwood Drive, Bethlehem, Pa. 18018.
- USS *Mobile* (CL 63)—reunion will be held in Mobile, Ala. on 20-22 Oct 1973. Contact Travis N. Price, Box 444, Nacogdoches, Tex. 75961.
- *23rd Seabees*—reunion is planned for 13-15 Jul 1973 in Lancaster, Pa. Contact J. Howard Trout, 700 Pinehurst Rd., York, Pa. 17402.
- USS *Epperson* (DDE 719)—reunion is being planned for Jul 73 in St. Louis, Mo. Contact Willard Foster, Rt. 4, Box 106-A, Wesson, Miss. 39191, or James P. Gilbert, 3425 Meadow Lane, Minnetonka, Minn. 55343.
- USS *Amycus* (ARL 2)—second reunion of former crewmembers is scheduled for 13-14 Jul 73 in Portland, Ore. Contact CDR W. P. Skinner (Ret), Room 24, Courthouse, Salem, Ore. 97301.
- USS *Panay* (PR 5)—second reunion will be held on 12 Dec 1973 in central Florida. Contact LTJG Howard L. Povey (Ret), Rt. 6, Box 956, Brooksville, Fla. 33512.
- USS *Baltimore* (CA 68)—former crewmembers interested in holding a reunion contact Earl A. Harding, 187 Clever Rd., McKees Rocks, Pa. 15136.
- USS *Oklahoma* (DD 37) *Association*—23rd annual twin reunions, 3-6 May 1973. For information on East Coast Reunion contact James M. Strong, 190-D Malden Lane, Rossmoor, Jamesburg, N. J. 08831. For information on West Coast Reunion contact Ralph Furman Bishop Moore, 16372 Myrtlewood St., Fountain Valley, Calif. 92708.
- USS *Tuscaloosa* (CA 37) *and* USS *Wichita (CA 45)*—fourth joint reunion will be held in Kansas City, Kan., on 3-5 Aug 1973. Contact Bernard J. Wolters, 510 Elizabeth, Kansas City, Kan. 66101.
- USS *Savannah* (CL 42)—fourth annual reunion will be held in Indianapolis, Ind., 7-9 Sep 73. Contact GMGC O. J. Jindracek (Ret), 63 Thayer Dr., New Shrewbuy, N. J. 07724.
- U. S. *Naval Test Pilot School*—25th annual symposium and reunion will be held 5 May 1973 at NATC, Patuxent River, Md. Contact Public Affairs Office, NATC, Patuxent River, Md. 20670.
- *PT Boaters, Tenders, Base Forces, Staff Communications, Medical*—a reunion is planned for 31 Aug-3 Sep 73 in Charleston, S. C. Contact PT Boats, Inc., P. O. Box 109, Memphis, Tenn. 38101.
- USS *Cleveland* (C 19), (CL 55) and (LPD 7)—a reunion for the crews of these three ships will be held 22-24 Jun 73 in Memphis, Tenn. Contact Joe B. Havens, HMCS (Ret), 3627 University St., Memphis, Tenn. 38127.
- USS *Enterprise* (CV 6)—A reunion will be held 26-28 Jul 73 in New Orleans, La. Contact Ralph M. Bailey, 3048 Highridge Rd., La Crescenta, Calif. 91214.
- USS *Chandeleur* (AV 10)—A reunion is planned for 4-5 Aug 73 in Chattanooga, Tenn. Contact Mrs. Kenneth E. Boyd, Rt. 4, Box 145, Culpeper, Va. 22701.
- USS *Philadelphia* (CL 41)—A reunion is planned for 25-27 Oct 73 in Jacksonville, Fla. Contact Frank Amoroson, 93 Dunbar St., Somerset, N. J. 08873.
- USS *Ticonderoga* (CV 14)—The Big T veterans' association will hold a reunion for all former crewmembers 5-8 May 73 in Ticonderoga, N. Y. Contact Elton L. Whitney, 2408 W. Azalea Drive, New Port Richey, Fla. 33552.
- USS *Cascade* (AD 16)—A reunion is planned for 13-15 Jul 73 in Kansas City, Mo. Contact Bob Croghan, 2343 Hampton Avenue, St. Louis, Mo. 63139.
- USS *Sterett* (DD 407)—a reunion is planned for 3-4 Aug 73 in Ft. Wayne, Ind. Contact Dennis D. Mast, 315 E. Lexington Ct., Ft. Wayne, Ind. 46806.
- USS *Vesuvius* (AE 15)—a reunion will be held 19-22 Jul 73 in Sterling, Ill. Contact James L. Miller, 608 14th Ave., Sterling, Ill. 61081.
- *NAS, Spokane, Washington*—a reunion for all personnel attached there will be held 16 Jun 73. Contact Bob Lucian, 4306 Maple Rd., Lynwood, Wash. 98036.
- *Pearl Harbor Survivors Association*—California state convention will be held in San Fernando Valley, Universal City, 27-29 Jul 73. For more information, write PHSA, P.O. Box 954, Arleta, Calif. 91331.

CTA1 Donald L. Winans

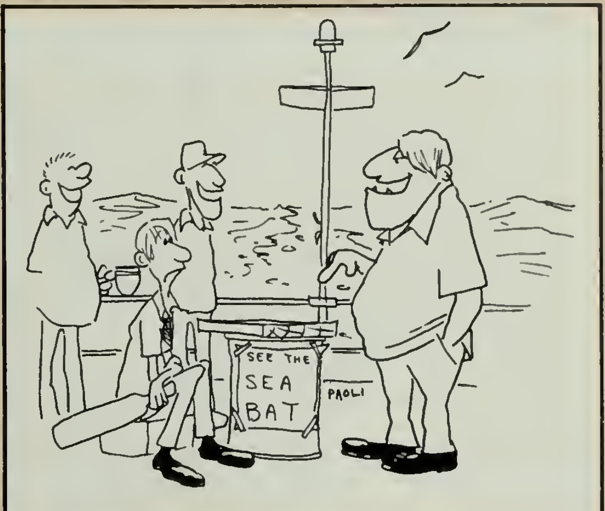
"It's 'show and tell' time again!"

YN1 James B. Nixon, USN

SIR, DON'T YOU THINK SAM'S BEEN HERE JUST A BIT TOO LONG?

on the serious side

IC1 Jeremiah H. Paoli



"I wanna see da' sea bat."

QM1 Thomas J. Blessing, USN

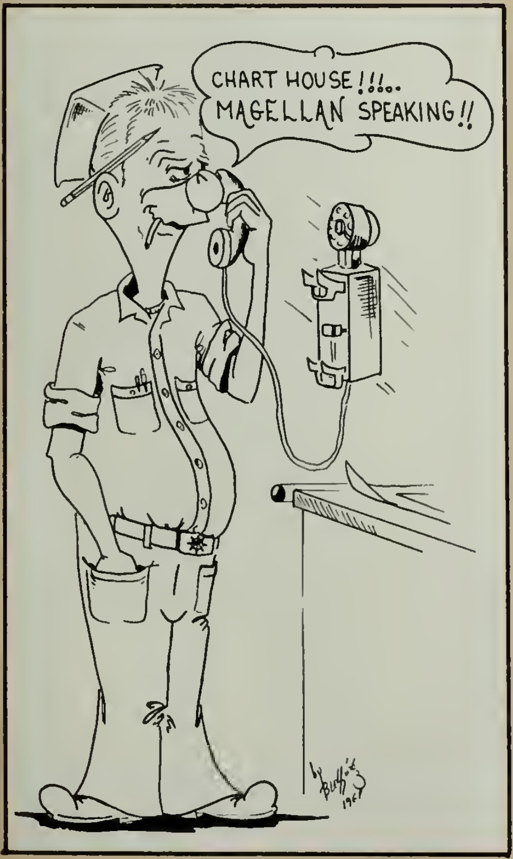


CHART HOUSE!!!.. MAGELLAN SPEAKING!!

IC1 Jeremiah H. Paoli

"I'm sorry to interrupt your story, Chief, but . . . who's Betty Grable?"

TAFFRAIL TALK

A couple of interesting items have been sent to us from aboard USS *America* (CVA 66). One concerns the man who got too much mail. Mail is that treasured substance, lusted after by everyone aboard ship and never available in adequate quantity —except for the strange case of GMM2 Thomas E. Merchant.

While stationed aboard *America* off the coast of Vietnam, Tom —in a rather unassuming way—decided he wanted to know more about lithography. He put in a simple request chit for a Navy lithographer's training manual to his supply office.

Not long afterwards, Tom started receiving manuals. There were about a hundred in all—a few more than Tom needed. Unflustered, he looked at the bright side of it all: "Maybe I'm lucky. I remember when my parents received 4000 copies of a magazine instead of their usual single copy."

Well, maybe he is kind of lucky at that.

Also on board America is a man skilled at treating a broken nose, suturing a cut, or breaking three one-inch pine boards with his bare hands. One thing's for sure: the guys in sick bay don't fool around with him.

He's HM3 Wayne Guidry, a third-degree brown belt in the fine art of karate, and to impart his knowledge to others, he holds karate classes on the forward mess decks. He has been studying karate for five years and during that time has participated in 14 tournaments. In addition he's racked up other records, plus five broken toes and a knuckle.

Sometimes in the future, he'll also pursue another hobby he had to suspend when he went aboard ship—collecting rattlesnakes.

Somebody better warn those snakes not to bare their fangs around Wayne.

★ ★ ★

JO3 Terry Carroll of the Naval Postgraduate School in Monterey, Calif., has let the All Hands staff know about a young dental technician at his base with an interesting theory about why people get so uptight at the dentist's office: it's not "the needle" or "the chair"—it's the office itself.

And after DT3 Michael Bogliolo concluded this, he set about doing something to correct the situation. The gray trash cans, baseboards, and mirror frames blossomed in blue and green; the walls boasted colorful paints; and a crystal-like lamp and a blue and green mobile hung from the ceiling. But the most characteristic decoration was a bronze-colored peacock wall design purchased by Bogliolo at an auction. The peacock plaque was uniquely characteristic because Bogliolo's boss is a Navy dentist named Milton Peacock.

And what does Lieutenant Peacock think about all this? He agrees with his assistant, and adds, "It even makes the dentist more relaxed." He also makes the point that with dentists seeing as many as 15 persons a day, something they don't need is an uncomfortable patient.

The All Hands Staff

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• THAT'S THE COMMISSIONING pennant—in case you didn't know. A young Navyman holds the commissioning pennant during ceremonies at Portsmouth, Va. which brought the submarine tender USS Dixon (AO 37) into the Fleet, back in 1971. Dixon, now a seasoned veteran, has welcomed many newly commissioned ships in to the Fleet in recent months.

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ALL HANDS

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Gerald Wolff, **Reserve**

• **FRONT AND BACK COVERS: THE ADVENTURE** of Navy life lies not only in the many opportunities for wide travel, but also in the everyday jobs of Navy men and women. Be it frogman, pilot, commissaryman or mechanic, the variety of tasks assigned, the people you meet and the locales in which you work are almost unlimited. The Navy offers a sense of adventure and challenge that is unequaled by other professions. Cover design by All Hands staffer DM3 Ken Cassady.

• **AT LEFT: SANTAAAA LUCIIIIA**—Sixth Fleet Navymen on liberty in Venice enjoy a gondola ride and a gondolier's serenading.

AT HOME ABROAD

Or Homeporting Overseas

THE OPPORTUNITY to have your family join you in seeing the world is better than ever, especially if you volunteer to fill an assignment on board a ship, with an aircraft squadron or on a staff homeported overseas.

Imagine spending the next year or two living near the beaches of an Italian vacation resort and calling it "home." Or, maybe you would prefer living within view of Mount Fuji or in the highlands of Scotland, or within sight of the Acropolis, or on a plain in Spain?

Whichever, these are among eight countries with whom the United States has made agreements to establish 11 overseas homeports ranging from Western Europe and the Mediterranean to the Mid-Pacific and Western Pacific.

The idea of the overseas family plan—referred to in BuPers Inst 11300.40-series as the "Forward Deployment Program"—is designed to benefit mutually the Navyman, his family and the Navy in general by offering an opportunity to the man and his family to share in travel and adventure in foreign countries. All this, while helping the United States meet various international military commitments.

(For a report on the Navy's Overseas Homeporting Concept, see Navy News Briefs section, page 52.)

Of course. assignment to a unit homeported overseas is not reserved solely for the married man. Many single Navymen will find the opportunity equally challenging and rewarding.

Married or single, chances are better than even that sometime during your career you may draw one or more of these assignments just through normal

Left: A view of Mount Fuji, Japan.

rotation cycles. But, the Navy would prefer to fill billets with volunteers who, along with members of their family, recognize the importance of their roles as ambassadors representing the United States on foreign soil.

So, if you are a top performer with a clear record, you probably meet all the eligibility requirements for an overseas sea duty tour right now. And even if a member of your family requires special medical care, it does not rule out your chances so long as you can be assigned to an area where adequate support facilities are available.

THE INITIAL STEP, of course, is your request for such an assignment. Officers should indicate preferences for duty on a duty preference card and submit it to their detailers. Enlisted men indicate their preferences on the Enlisted Transfer and Special Duty Request form (NavPers 1306/7) and submit it to the Chief of Naval Personnel through their commanding officer. Officers indicate their preferences by geographic areas; Mediterranean, Western Europe, Mid-Pacific or Western Pacific. Enlisted men may indicate at least two choices from among these areas. Also, on the NavPers 1306/7 form, individuals are asked to list the birth dates of all dependent children 18 years of age or younger, and to provide a statement describing any special medical or dental requirements of dependents that might influence an overseas assignment.

On the chance that requests from enlisted personnel outnumber billets available at the time it is received by the Bureau, your name will be placed on a master volunteer list and you will be informed of where you stand. If you wish to leave your name on the list on an annual basis, should it take that long, you are asked to be sure and submit a new request 90 days before the anniversary of your original request. Orders will be issued as needs arise and as near to your projected rotation date as possible. In any case, you should not expect to receive an overseas assignment before you complete at least the first year at your present duty station. Requests from officer personnel are centrally maintained and assignments made consistent with available billets, individual qualifications and overall career needs.

HOW LONG YOU AND YOUR FAMILY can expect to serve at your overseas homeport duty assignment will depend on the tour length established for the area in which you are assigned, but in no case will it be for less than 12 months.

The following chart is applicable to naval personnel assigned to ships/units homeported overseas (as differentiated from those assigned to the shore activity itself), and indicates both officer and enlisted tour lengths in months as established at the 11 overseas homeports:

Overseas Home Port	With dependents	Without dependents
Bahrain, Persian Gulf	24	18
Athens, Greece	36	18
Gaeta, Italy	36-48	24
La Maddalena, Italy	24	12
Naples, Italy	36-48	24
Sasebo, Japan	36-48	24
Yokosuka, Japan	36-48	24
Guam, M. I.	24	15
Holy Loch, Scotland	24	18
Rota, Spain	36-48	24
Subic Bay, R. P.	24	15

THE ACCOMPANYING ARTICLE deals with assigning Navymen with their dependents to ships, air squadrons and afloat staffs homeported overseas. While the Navy is interested in seeing that as many Navymen and women as possible get the opportunity to serve in such an assignment, not everyone is entitled to receive such orders, because of certain limitations. Therefore, the following requirements are provided as a guide to help determine eligibility.

For an individual to be eligible for an accompanied tour he must:

- Be serving in paygrade E-4 or higher with over four years' service, or in paygrade E-4 with more than two years but less than four years who has acquired a total active duty commitment of six years or more.
- Be entitled to have his dependents moved to an overseas area at government expense, meaning his dependents must be eligible with regard to suitability.
- Have sufficient obligated service to complete the assigned tour. That is, an individual attached to a nonrotated ship, squadron or afloat staff must have sufficient obligated service and can be reasonably expected to remain attached to the unit for a minimum of one year after his dependents have been recognized as command sponsored.

An *individual-sponsored* dependent is a dependent accompanying a Navyman WITHOUT command sponsorship. Individual-sponsored dependents are *not* entitled to receive dependent transportation to or from overseas areas at government expense; furthermore, members with individual-sponsored dependents may not receive the allowances, such as cost of living allowance and temporary lodging allowance, prescribed for the overseas area concerned at the with-dependent rate on behalf of their dependents.

The article also deals with *housing availability*, including approximate costs. It is recognized that the amounts given as rental fees can only be estimates. The fluctuation of the dollar in recent months precludes establishing a fixed figure. It is recommended that individuals confer with local housing representatives well in advance of making any firm commitments with regard to rentals.

Insofar as housing availability is concerned, this too is a figure that at times cannot be fixed. Therefore, where suggested in the article that housing might be available, the best advice is to doublecheck with local sources as to the length of waiting time you might expect.

Upon completing your "nonrotational" assignment, if you're an officer, you will be reassigned either to sea or to shore duty as required by normal rotational procedures and as near your career pattern planning as possible. If you're an enlisted man, then you will be reassigned to the coast of your choice or, for those of you who are within six months of completing your sea tour requirement, you will become eligible for shore duty and can expect such orders to be issued providing you meet the obligated service requirements for a shore duty assignment.

A visit to your career counselor or your personnel office should shed light upon such administrative matters.

In making a decision to volunteer for an overseas home port duty assignment—especially when the family is to be taken into consideration—one matter of concern might be, can you afford such an assignment financially?

TO MAKE THINGS EASIER, the Navy attempts to see to the financial needs of the family overseas in order that such an assignment will not become a burden on the family income. For instance, in some areas you may receive an overseas cost-of-living allowance which helps to offset expenses above the average U. S. costs for similar items that must be purchased to maintain an acceptable standard of living. Also, a housing allowance may be granted in areas where such costs are, on the average, more than the basic allowance for quarters.

Either of these allowances is sustaining from month to month. In addition, in overseas areas where quarters are not immediately available, a temporary lodging allowance is paid the family to help defray costs for such temporary lodging while awaiting the availability of permanent accommodations.

You may find, as many families do, that—rather than being a financial drain on the average family income—the overseas assignment allows the family savings to grow, providing that a watchful eye manages the budget.

Knowing all you should know about the area in which you are interested can make the anticipation of an overseas tour of duty just that much more exciting and enriching. If you have a specific home port in mind, check out reading material about it from a ship or station library or Family Service Center. Also, ask around. Maybe someone at your present duty station, who has served at an overseas home port, will be able to give you an insight as to what such an assignment may or may not have to offer you and your family.

Your best source, however, is an area representative who maintains up-to-date information which he will gladly furnish upon request.

For your convenience, the addresses of all representatives are provided after each of the following listings which show basically what is available in the way of housing, shopping, schooling and medical facilities at the 11 overseas home ports currently employed.

BAHRAIN, PERSIAN GULF

OFTEN DESCRIBED as a land of contrasts, blending the old and new, with its 216,000 inhabitants drawn from more than 45 nations of the world, Bahrain consists of an archipelago of small, low-lying islands. An independent state since 1971, it is situated about halfway down the Persian Gulf, some 16 miles from the coast of Saudi Arabia.

Two major U. S. military facilities are based in Bahrain—the staff of Commander Middle East Force and the Navy Control of Shipping Office. The single homeported ship is the command ship USS *La Salle* (AGF 3).

Although there is no government housing available, private, furnished and unfurnished, accommodations are available for rent and apartment complexes are plentiful. The average rents for unfurnished and furnished apartments are $150 and $225 per month, respectively. Rents for furnished houses range from $270 to $400. Modern hotels offer sufficient accommodations for temporary lodging.

Here the Navy housewife can experience marketing

and shopping entirely on the local economy since neither a Navy commissary nor exchange is established on the island. However, local food sources do carry fresh meats and fish, canned goods, frozen foods and fresh fruits and vegetables, and many local shops feature western-type merchandise.

Navy medical and dental facilities are limited to general treatment only in small clinics operated by the shipping office. Any emergency case or intensive care patients would be airlifted to either the nearest U. S. military hospital capable of providing treatment or to the States.

Educating your children while stationed on the island presents no problem today. However, up until the beginning of last year's classes, the U. S. Defense School System operated a school for grades one through eight only. Now, grades from kindergarten through the 12th-year level have been established.

If your family is sports-minded, you will find fishing a favorite recreational pastime on Bahrain during most of the year. Sailing, too, is excellent as are water skiing and skin diving. Other athletic facilities include tennis courts, squash courts, athletic fields and swimming pools.

For those of you who wish to spend some leave off Bahrain, travel by space available military transportation is often possible to Iran, Africa, India, Pakistan, Turkey and Thailand to mention a few. Arrangements can also be made either by MAC or commercial air for leave flights to the United States and Europe. The Commander Middle East Force, FPO New York 09501, is the representative to contact for additional information on this Persian Gulf home port.

ATHENS, GREECE

THIS COSMOPOLITAN CAPITAL is the center of Greek learning and the country's commercial headquarters. It is also a museum of antiquity. Each year thousands of vacationers travel to Athens to view classical art and architecture, enriching their lives through the city's vast cultural influence.

The city is located on Attica, a mountainous peninsula separating the Saronic Gulf from the Aegean Sea. The climate, claimed as one of the world's most temperate, is dry and bracing.

Major military activities based in Athens are—a Fleet Support Office; a Naval Communications Station at nearby Nea Makri; and the U. S. Air Force 7206th Support Group, which operates out of the Athens Airport.

There are six destroyer-type ships assigned to Destroyer Squadron 12 that call Athens home port. They are: USS *Sampson* (DDG 10), *Barry* (DD 933), *Mahley* (DD 940), *William M. Wood* (DD 715), *Richard L. Page* (DEG 5), and *Vreeland* (DE 1068), The Commander of Carrier Division Two is also homeported in Athens.

Left: Men from the USS Yellowstone (AD 27) go ashore at Naples, Italy. Left, below: A panorama of the city of Bahrain, on the Persian Gulf. Below: A Navy couple visit the ruins of the ancient Parthenon. Right: Getting directions from a carabinierie. Right, below: USS John F. Kennedy (CVA 67) in Piraeus, Greece.

Here again, there is no government housing available, but the Fleet Support Office can assist you in finding private rental housing on the local economy and will help to negotiate leases with Greek landlords. Housing is readily available and the Fleet Support Office maintains current listings. Housing allowance is paid. The average rent for a two-bedroom apartment is about $130 monthly. A four-bedroom house will run around $260 and a one-bedroom apartment for as low as $65; however, stoves and refrigerators are generally not provided. There are temporary lodging facilities available in local hotels during the winter months. The tourist season, May through September, severely limits the availability of temporary lodging. Temporary lodging allowance is paid in Athens.

Both commissary and exchange facilities are located in downtown Athens; the commissary is operated by the Air Force while the modern stateside-size exchange is operated by the European Exchange System.

The Fleet Support Office operates a medical dispensary and a dental clinic in the downtown area in addition to those available at the Air Force Support Group Site which you and your dependents may use. Serious medical cases are air-evacuated to U. S. hospitals in Germany and Italy. Local doctors and dentists, many of whom have been trained in U. S. schools, are available.

SCHOOLING FOR NAVY DEPENDENTS presents no problems in Athens. There are four elementary schools located throughout the city for students through the eighth grade. One school is operated by the U. S. Dependents Education System, European Area, and the other three are privately operated. High school students attend the private American Community School. Tuition and fees for dependents attending the private schools are paid by the U. S. government and school bus service is provided to and from the major housing areas.

There is little lacking in the way of recreational activities in Athens, a city of more than two million population. Movie buffs will find over 13 theaters showing English language films in addition to those at the Air Force theater. The Air Force also operates a bowling alley, hobby shop and various other recreational activities. Plans have been developed for a Navy-operated Service Club Recreation Center, an auto-craft hobby shop and playing fields

As a year-round resident of Athens, you will probably become a fulltime tourist as you discover ancient Greece during exploration trips within the general area. Travel to other parts of Europe or to the various Mediterranean islands nearby is particularly convenient either by plane or ship. Tour information, together with additional data on living conditions, is offered by the Commanding Officer, Fleet Support Office, FPO New York 09532.

GAETA , ITALY

LOCATED 60 MILES NORTHWEST of Naples, this sea resort city is situated in an area once used as a vacation site by the early Romans. Although it is gradually becoming industrialized, it still abounds with fine beaches and water sports activities.

Gaeta became the home port of the U. S. Sixth Fleet in 1967 when the command was shifted from France. The major shore facility in the Italian port city is a naval detachment from the Naval Support Activity in Naples. It serves as a link to the Sixth Fleet Commander and his flagship.

As with many overseas home ports, there is no government housing available in Gaeta. The Support Activity's detachment does maintain a housing referral office, however, and assists in finding apartments or houses within the city and suburbs. Private quarters in the city consist mainly of apartments in multiple-dwelling units. In the suburban area, individual apartments or villas are available. Unfurnished apartments generally have no stove or refrigerator and are

usually without light fixtures. The average rental rates compare favorably with a metropolitan area in the U. S.

Temporary lodging in local hotels is normally available except during July and August when the tourist trade is at its peak. It is advisable, therefore, that you make reservations at least two or three months in advance if you anticipate arriving in Gaeta at this time, and you will find that, in most cases, a deposit is often required to confirm reservations.

THE NAVY OPERATES a small commissary store here, stocking mostly delicatessen items such as milk, bread, packaged meats and the like. The Navy commissary in Naples, some 60 miles distant, is usually visited by the Navy family in need of a major resupply of groceries. Otherwise, local stores provide ample foods and merchandise. Also limited is the goods available from Gaeta's Navy Exchange outlet. It does carry toiletries, cigarettes and some beverages, but major exchange purchases must be made in Naples.

Emergency and outpatient medical care is provided for dependents at the Gaeta-Formia Clinic operated by the Naval Support Activity detachment. All routine impatient care is handled by the Naples Naval Hospital with ambulance service furnished between the two cities whenever needed.

If you have any elementary-age school children, they can attend a dependents' school in Gaeta which conducts classes from kindergarten through the eighth grade. High school students are in a bit of a bind, however. They may either attend the U. S. Army operated school in Naples, which requires commuting a total distance of 120 miles per day, or they can enroll in the Zaragosa High School in Zaragosa, Spain. This means that they must be boarded at facilities furnished at the U. S. Air Force Base.

There is more to Gaeta than its attractive beaches and climate. Movies, dances and recreational activities are featured in the Navy Community Center in addition to those presented in the Navy Enlisted Men's Club and Recreation Center located on the outskirts of the city. Elsewhere, in the adjacent community of Itri, there is a 21-acre outdoor recreation area under lease to the Navy which at present is used primarily for camping and picnicking. Improvements are planned to develop a skeet range, ball field and toddlers' playground at the site.

Travel opportunities to other Italian cities and points throughout Europe from Gaeta are similar to those from Naples, including Special Services tours. More information about travel and Navy family life in the home port of the U. S. Sixth Fleet may be obtained by writing to: Officer in Charge, U. S. Naval Support Activity Detachment, FPO New York 09522.

From left: A Navyman welcomes his family to their new home in the Med. (2) USS Springfield in Gaeta, Italy. (3) A view of Rome from the Aventine Hill. Left, above: Fourth of July celebration of Gaeta. Above: Photographing the historic buildings on the Acropolis in Athens, subject of all photographers.

La MADDALENA, ITALY

YOU MAY HAVE TO GET out the map to locate this Italian sea resort for summer tourists. It is located off the northern tip of Sardinia in the Strait of Bonifacio where the landscape is rocky and arid, but the beaches, sea and view are spectacular.

The major military activity in La Maddalena is the U. S. Navy Support Office which is primarily responsible for seeing to the needs of the city's only U. S. homeported ship, USS *Howard W. Gilmore* (AS 16).

This bit of Italian real estate became the tender's home port in April this year, and consequently has been under development with the establishment of various recreation and support facilities such as a small commissary store which helps supplement market needs of the Navy housewife. A branch Navy Exchange supplies basic household needs, and a medical dispensary and dental clinic have been established to provide routine care. TLA is authorized.

Youngsters through the eighth grade attend a dependents' school operated by the U. S. government, but high school students must be boarded in Zaragosa, Spain where they will attend a USDESEA high school.

Much in the way of special services activities is in process of development, such as athletic fields, beach/boathouse, craft shop and service clubs. However, summer water activities such as swimming, fishing, skin diving and water skiing dominate the leisure time of those stationed in La Maddalena.

The resort is somewhat isolated and you may want to arrange for periodic weekends in Rome or other European sites which can be reached by air or overnight ferry service.

For additional information about La Maddalena you may write to the Officer in Charge, Naval Support Activity Detachment, Box 13, FPO New York 09520.

NAPLES, ITALY

CELEBRATED THE WORLD OVER for its beauty, Naples lies along the semicircle formed by the enchanting Bay of Naples, over which rises the cone of Mount Vesuvius. It is the commercial, cultural and artistic center of southern Italy and one of the important ports on the Mediterranean.

There are five major military activities operating in Naples — Headquarters of Allied Forces Southern Europe (NATO); Commander Fleet Air Mediterranean; U. S. Naval Support Activity; Naval Air Facility; and Naval Communications Station.

In various ways, these major commands support the needs of 13 Fleet units, any one of which you may be assigned to if they require your particular Navy

specialty and, of course, you request the Mediterranean area. The ships are: the destroyer tender USS *Cascade* (AD 16); the ocean escorts *Hammerberg* (DE 1015), *Courtney* (DE 1021) and *Lester* (DE 1022); the ocean patrol boats *Douglas* (PG 100), *Grand Rapids* (PG 98), *Antelope* (PG 86) and *Ready* (PG 87); and the patrol craft tender *Graham County* (AGP 1176).

Four afloat staffs also operate out of Naples—Escort Squadron Eight, Service Squadron Six, Patrol Division 21 and Submarine Flotilla Eight.

Although there is no government housing available in Naples, the Naval Support Activity has a housing referral office which can assist you in finding a rental apartment or house in the area. Private quarters consist of flats in apartment buildings in the city; individual houses are located in the suburbs. In most, kitchen appliances such as stoves and refrigerators are not normally provided, so it would be wise to check with the housing referral people with regard to where they can be purchased or rented. Also, keep in mind the difference in electrical standards between American and European products.

Insofar as rental rates for accommodations are concerned, they are of course subject to fluctuations, but a two-bedroom apartment has cost about $140; a four-bedroom apartment, $300. House rentals are on a different scale and usually higher in cost. There is a variety of temporary lodging available in hotels and "pensiones" (boarding houses).

THE NAVY WIFE WILL FIND a large self-service supermarket store available for her grocery shopping needs and the Naples main Exchange, augmented by an optical shop, tailor shop, furniture shop, garden shop, and a radio-stereo-TV repair shop—it can be compared to a large stateside military exchange.

The U. S. Naval Hospital at Naples has 100 beds, 10 cribs and eight bassinets for inpatient care. Outpatient clinics provide service in internal medicine, psychiatry, pediatrics, general surgery, orthopedic surgery, ophthalmology, optometry, obstetrics, and gynecology. Anyone who requires more complex outpatient care or prolonged hospitalization is airlifted to U. S. facilities in Germany or the States. Dental care is provided in two clinics at the hospital.

School-age children may attend elementary or high school classes operated by USDESEA in Naples. But transportation is provided from various areas of the city to the schools. In addition, there are a number of kindergartens in the area.

Special services is big business in Naples and a responsibility of the Naval Support Activity. The athletic director conducts a wide variety of recreational and athletic programs such as softball, baseball, football and tennis. There are also picnic areas, outdoor theaters, a library and several military clubs catering to all ranks.

One of the highlights related to an assignment in Naples is the unlimited travel opportunities available to historic and scenic points of interest in and around the Naples-Rome-Salerno areas. Aboard one of Italy's trains—mostly electric, fast and inexpensive—you can venture to Rome in about two hours for $7.

The Commanding Officer, Naval Support Activity, FPO New York 09521, can provide you with more complete information regarding your particular interests in Naples.

Far left: A night view of the Viale Elena and the Via Caracciolo in Naples. Left: Downtown Naples. Above: Isle of Capri.

SASEBO , JAPAN

One of Japan's leading shipbuilding and port cities, Sasebo is situated on the west coast of Kyushu Island. It supports units of the U. S. Seventh Fleet in a setting of the natural beauty which abounds in the outlying areas along the rocky coastline and in the lush green foothills.

There are two major U. S. facilities here, a Fleet Activities and a Ship Repair Facility. Commander Service Group Three calls Sasebo his home port, together with the combat stores ships USS *White Plains* (AFS 4) and *Mars* (AFS 1).

Government housing is available, but the waiting period is about eight months. Otherwise, private rentals offer a wide diversity of styles—Japanese, semi-Japanese and western.

There is also a commissary in which the Navy wife can do her marketing, offering a wide selection of American products and ethnic foods. The Navy Exchange facility is well stocked with American merchandise and also has a variety of foreign goods on the shelves.

The Activity's dispensary is not staffed or equipped to handle every kind of medical problem or emergency, so special cases are referred to the Naval Hospital at Yokosuka for treatment, by air evacuation if necessary. Routine dental service is available, but, as is the case with most overseas clinics, the one in Sasebo is not equipped to handle any major dental work, including orthodontics.

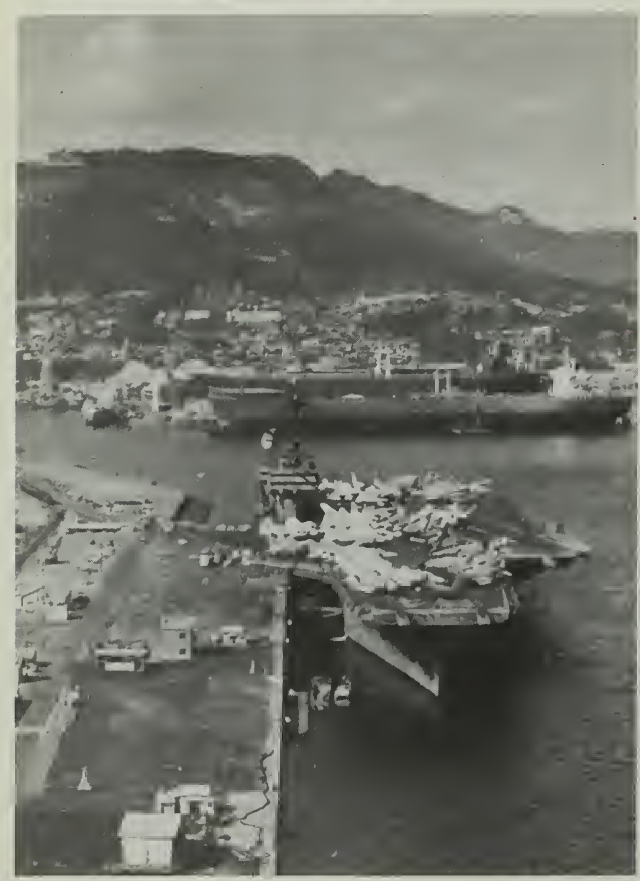
Student-age dependents attend on-base schools from kindergarten through the 12th grade.

For the benefit of those Navymen stationed in Sasebo and those who visit the port city from aboard ships, the Fleet Activities Special Services maintain an active and varied recreation program. Among its facilities are gymnasiums, judo and karate classes, a golf course, a skeet range, hobby shops, softball and football fields, tennis courts, a library and theater, picnic grounds, a bowling alley, yacht club, swimming pool and EM, CPO and O Clubs. Few people become bored in Sasebo.

Travel opportunities from Sasebo span all of Japan, using the rail system. On Kyushu alone, the cities of Nagasaki, Beppu and Fukuoka offer a visitor the chance to see the varied lifestyles and cultures spread throughout Japan today. Tours of these and other points of interest can be arranged through the Special Services travel bureau.

Learn more about Sasebo and its prospects as an overseas duty station by writing to the Commander of Fleet Activities, FPO Seattle, Wash. 98766.

Below: USS Constellation at dock in Sasebo, Japan. Right: Buddhist ceremonial shrine on a float in the Cherry Blossom Festival parade, Yokosuka, Japan. Far right: Touring the grounds of the Japanese Imperial Palace in Tokyo.



YOKOSUKA , JAPAN

THIS MAJOR SUPPORT BASE for units of the U. S. Seventh Fleet is situated on the shores of Tokyo Bay. Tokyo is just a little over an hour away by train, a route which takes you through a highly industrial region dotted with serene temples and parks in Kamakura, Nikko and Hakone. Nearby is famous Mount Fuji which majestically watches over the capital city and central Honshu.

Heading the list of major U. S. military facilities in Japan is the staff of Commander Naval Forces Japan. Together with a fleet activities command, a naval communications station and a ship repair facility in Yokosuka, and the naval air facility at Atsugi, it helps to support four afloat staffs and eight ships which call this Far East city their home port.

The staffs include the Seventh Fleet, Destroyer Squadron 15 and Submarine Flotilla Seven. The ships are: Guided missile cruiser USS *Oklahoma City* (CLG 5), Seventh Fleet flagship; guided missile frigate *Worden* (DLG 18), guided missile destroyer *Parsons* (DDG 33), destroyers *Richard B. Anderson* (DD 786), *Bausell* (DD 845), *Gurke* (DD 783), and *Rowan* (DD 782).

In addition, USS *Midway* (CVA 41) and Attack Carrier Air Wing 5 will be moving to Yokosuka in the fall of this year.

Government housing in Yokosuka and Yokohoma is available although waiting lists are long. Private rentals are available in the area.

A commissary store is well stocked with fresh, frozen and canned foods, and the Navy Exchange can be compared with most stateside exchanges additionally offering a wide selection of Japanese merchandise.

The Naval Hospital at Yokosuka is large, staffed by specialists representing all the major fields in medicine. The dental department is equipped to provide complete dental care.

Elementary and secondary schools are conducted by the DOD education system on the base. Students living off base, in the neighboring area, are provided bus service.

There is very little in the way of recreational activities that the Fleet Activities Special Services does not provide. Its wide variety of programs are conducted in the base fieldhouse, in the gymnasium, on athletic fields, in the bowling alley, and yacht basin. Other facilities available include swimming pools, hobby shops, skeet and trap ranges, tours, a library, theater, fleet lounge and enlisted, chief petty officer and officer clubs.

The Navy family that wants to tour Japan can do so conveniently from Yokosuka either by air or rail. Tours can also be arranged through Special Services to visit other Far East lands, a feature of which many families take advantage.

To learn more about spending a tour aboard a unit homeported in Yokosuka, write to the Commander Fleet Activities, FPO Seattle, Wash. 98762 for details.

GUAM , M. I.

Recognized as the crossroads of the Pacific, Guam is the largest southernmost island of the Marianas and the westernmost U. S. soil. It houses important military installations of both the Navy and Air Force. Although Guam's major community is modern and progressive, some sections of the island continue to retain colorful, tropical lifestyles.

Among the major military facilities on Guam are the Marianas Naval Forces, Naval Station, Naval Air Station, Naval Communications Station, Naval Hospital, a Ship Repair Facility and Anderson AFB. Three afloat staffs call Guam home port together with 14 ships. The staffs are Submarine Squadron 15, Mine Flotilla One and Coastal Squadron Three. The ship roster lists: submarine tender USS *Proteus* (AS 19), ocean minesweepers *Engage* (MSO 433), *Fortify* (MSO 446), *Impervious* (MSO 449) and *Inflict* (MSO 456).

Also at Guam are: patrol gunboats USS *Asheville* (PG 84), *Gallup* (PG 85), *Crockett* (PG 88), *Marathon* (PG 89), *Canon* (PG 90), *Tacoma* (PG 92), *Welch* (PG 93), and the salvage ship *Grasp* (ARS 24).

With such a manpower force you would expect government housing to be available, which it is, but there is a waiting period ranging from six to nine months. Current and future construction is expected to considerably shorten waiting times. Off-base housing is rapidly becoming more plentiful but is somewhat expensive with rents varying from $165 for a one-bedroom apartment to $400 for a four-bedroom house. Utilities cost from $55 to $120 a month.

Nowhere else overseas can the Navy wife find a larger commissary than the one operating on Guam. It provides families excellent service with an ample supply of fresh, frozen and dry grocery items. Guam's Navy Exchange is modern and offers a wide range of both foreign and U. S. made merchandise, carrying a full stock of air-conditioners, washers and dryers. Various repair and service departments round out the exchange facility.

From the medical viewpoint, Guam is fully equipped with a hospital having a capacity of 350 beds and offering complete inpatient and outpatient service. The dental clinic is well staffed for general dental care. Orthodontic treatment is not available; therefore, any major dental work for dependents should be completed before their arrival on the island.

School-age dependents either attend local public schools which are comparable to average stateside schools, or they are enrolled in one of the private schools available since no Department of Defense school system is operated on Guam. The University of Guam offers post-high school education opportunities.

THOSE OF YOU WHO MAY not yet have visited this tropical island have a treat in store insofar as viewing its beauty is concerned. The coastline and the warm climate are especially attractive to anyone who likes swimming, skin diving or scuba diving, shell collecting or fishing. There are hunting seasons for deer and wild pigs for the more rugged individuals, plus ample special services facilities where one can bowl, golf, swim, play tennis, work on hobbies, read at a well-stocked library, take in a movie, shoot skeet or team up for a game of touch football. Whatever your pleasure, chances are you'll find it on Guam.

Isolation is erased to a large extent by the availability of commercial flights (and some MAC travel) to Hawaii and to the Republic of the Philippines and other points of interest in the Orient as a way to spend

Left to right: Beautiful beaches and swaying palms are typical of Guam. (2) The Highland Fling. (3) Medieval weapons at Inveraray Castle in Scotland. (4) A Scot soldier at Entrance to Edinburgh Castle. (5) Highland Mary statue at the Firth of Clyde.

some of your accrued leave. Note that MAC flights, however, are very limited.

U. S. type commercial facilities on Guam are expanding. Several resort type hotels have been constructed, major banking institutions are represented and the retail marketplace is developing rapidly.

Guam, in short, is "America," albeit several thousand miles removed, and tinged with an Asian flavor.

If Guam sounds like the place you'd like to call your home port, write the Commander, U. S. Naval Forces Marianas, FPO San Francisco, Calif. 96630, for additional information.

HOLY LOCH, SCOTLAND

HOLY LOCH is surrounded by a variety of scenery typical of Scotland—beautiful mountains, steep, fluted cliffs, rockbound coasts and cultivated plains, all of which make up the Firth of Clyde.

The principal U. S. Naval activities are the Staff of Submarine Squadron 14 and the Fleet Ballistic Missile Submarine tender USS *Canopus* (AS 34).

There is no government housing available, and private rentals are supplemented by fully, or at least partially, furnished "flats" (apartments).

Modest facilities have been provided for the support of dependents. These include a small commissary store, a Navy Exchange facility which operates a laundromat and gas station, and small medical and dental offices. Local Scottish schools graciously accept dependent children of U. S. Navymen.

A special services program provides a well-balanced range of recreational activities for both active duty Navymen and dependents. Facilities include a gymnasium, bowling lanes, a rod and gun club, an auto hobby shop and EM, CPO and O clubs.

You can travel to all of Scotland and England by rail connections from Dunoon, which enhances the prospects of touring the countryside. Glasgow, about 35 miles away, serves as a major international terminal for air travel to the United States and continental Europe, and there is space-available Military Airlift Command travel obtainable through air bases located near London. The Commander of Submarine Squadron 14, FPO New York 09501 can provide additional information on a tour of overseas duty in Holy Loch.

ROTA, SPAIN

THIS SPANISH PORT-OF-CALL is situated on the Bay of Cadiz, regarded as one of the most popular tourist areas in southern Spain. Its warm sun, olive groves, lively and likable people, ancient fortress towns and traces of the ancient Moorish occupation make Spain an exceptionally attractive overseas duty site. Across the bay is Cadiz, Spain's principal Atlantic seaport. Nearby in Jerez de la Frontera, you will be in the center of the famous sherry producing region.

Three major military facilities are located in Rota—naval station, naval communications station and naval air facility—together with the staff of Submarine

Squadron 16 and the fleet ballistic missile submarine tender USS *Simon Lake* (AS 33).

Rota is one of the U. S. overseas home ports that has a limited number of government quarters available, but normally, entry approval for dependents will be granted only after a private rental lease or a firm date for occupancy of government quarters has been arranged. The length of time one must wait for entry approval varies. Usually, it is within 20 weeks of request. This, of course, would apply essentially to individuals who obtain private rentals which are difficult to find and considered to be quite expensive. Otherwise, there is a waiting period for government housing ranging from six months to a year or more. This you must weigh considerably against the 36-month accompanied tour length as opposed to 24 months for an unaccompanied tour.

The Commissary, Navy Exchange and medical and dental facilities rank high in services available. Schools—kindergarten through the 12th grade—are located on the naval station, and there are University of Maryland extension courses offered to high school graduates.

Recreation activities outside the boundaries of the base are unlimited for those who enjoy touring and sightseeing. For your convenience on base, Special Services operates movie theaters, a bowling alley, golf courses, stables, hobby shops, a gymnasium, swimming pools, fishing boats, and a rod and gun club.

Rota is a springboard for travel to certain North African countries, if you and your family wish to expand your horizons to yet another continent. You may also arrange travel within Spain and to western European countries at moderate costs.

More information on this popular home port can be obtained by writing to the Commanding Officer, Naval Station, FPO New York 09540.

SUBIC BAY , P. I.

LAST ON OUR LIST OF OVERSEAS HOME PORTS is Subic Bay. Located across the Bataan Peninsula from Manila, it serves as a major support base for U. S. Seventh Fleet units in the South China Sea and is regarded as one of the ultimate sites for water sports and water recreation in the Pacific.

Five major U. S. military facilities are located in the Republic of the Philippines. They are the staff of U. S. Naval Forces, naval station and naval air station, naval communication station and ship repair facility. Commander Carrier Division Five and his staff and the crew of the submarine USS *Grayback* (LPSS 574) call Subic Bay their home port.

Government housing is available, but the customary delay in moving in is rather unpredictable, ranging from a few weeks to a few months. Just as unpredictable is the availability of off-base housing. When available, rents range upward to $175 per month, plus up to $80 for utilities.

The commissary store at Subic carries a large line

Left: Liberty at the Seville Fair. Above: Malaga, Spain with bull ring in foreground. Right: Grande Island Beach, Subic Bay.

of items and the Navy Exchanges at Subic and NAS Cubi Point consist of services comparable to large stateside exchanges. A large selection of goods from throughout the Far East is stocked in the Foreign Merchandise Store on the naval station.

The Medical Department offers full, general services in the naval hospital. Specialists are represented by surgery, internal medicine, orthopedics, radiology, pediatrics, psychiatry, obstetrics, gynecology, oral surgery and optometry. Complete dental treatment is available to all active duty military men and women, but dependents are advised to complete all needed dental work before arriving on the island.

Schooling for dependents presents no problems since the Department of Defense operates classes at the elementary and secondary education levels.

IF MEMBERS OF YOUR FAMILY are in tune with sports they will find an abundance of activities to keep them busy year-round. The naval base Special Services promotes a complete range of recreation and athletic programs. Facilities include a demanding 18-hole golf course, a pitch-and-putt course, swimming pools, athletic fields, gymnasiums, bowling alley, skeet range, deep-sea fishing, yachting, theaters, libraries, and service clubs for all ranks and rates.

Water sports highlight most of the outdoor activity, especially on Grande Island, a favorite recreation site located at the entrance to Subic Bay.

You may discover that you will never have to leave the Philippine Islands to see something different or interesting. Many tourist attractions can be found in Manila and on the island of Corregidor. Pagsanjan Falls is another favorite site as is the highland resort Baguio in the northern region. From Manila, you can also make arrangements to fly to Singapore, Thailand, Hong Kong, Taiwan and Japan if you're interested in exploring more of the Far East. Complete details on Subic living can be received from the Commander, U. S. Naval Base, FPO San Francisco, Calif. 96651.

THE FOREGOING SUMMARIES of overseas home ports of ships and staffs assigned abroad touch only the surface of what is available to the individual and the entire Navy family. Judging from the various domestic features, setting up housekeeping could be a challenge, contrastingly different from anything to which most Navy families have become accustomed. In many cases, lifestyle may have to be adjusted as a family learns to live on the local economy and share customs and traditions with their host countrymen.

Very often what can be gained from such an experience cannot be expressed completely in the written word. You sometimes have to see it with your own eyes, witness life as it really is in those lands abroad, and share the experience.

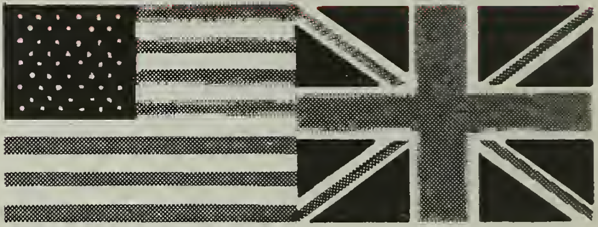
That's what the Navy is offering you and your family through its Forward Deployment Program—the chance to perform a job that is important to the defense structure of our nation and at the same time, give members of your family the opportunity to see a little of the world you, yourself, witness during overseas deployments. Only now those deployments don't have to be six or nine months long. If you're homeported overseas, chances are your at-sea time in one period will be considerably less, with the length in many cases measured in weeks.

No matter how you look at it, the prospect of such an assignment far outweighs the hardships. Besides, who would consider living along the shores of the Mediterranean for a couple of years a hardship?

—JOC Marc Whetstone, USN

Chief Neil C. Hyerstay:

SERVING UNDER THE UNION JACK



THE NAVY's Personnel Exchange Program is built on one simple concept—one navy takes some of our members and we take some of its members. And hopefully both sides benefit.

One of those now serving—and benefiting—from the program is Chief Aviation Machinist's Mate Neil C. Hyerstay. He and his family are in the position of sharing in the community activities of another culture with a chance to participate in the Royal Navy's way of life and to offer an understanding of our own. Chief Hyerstay's British counterpart is serving a tour of duty with the U. S. Navy.

The military practices of the two navies are different, but since the U. S. Navy was fashioned after the Royal Navy, most of the basic concepts remain the same. Technical advances through the years have formed divisions noticeable in both methods of operations. But then that's one purpose of the program—to exchange personnel in an effort to keep abreast of each other's thinking.

IN OUR NAVY, personnel of the aviation branch normally are assigned to one squadron and are involved in only its activities. Not so in Britain. Chief Hyerstay is a jet engine mechanic and is assigned to the jet engine repair shop of the Culdrose Air Station engineering department near Helston, England, where he supervises the repair of engines from any and all squadrons assigned to the base. If an aircraft requires extensive work on an engine, or if the engine has the required number of hours for a complete overhaul, it is received at the central shop.

Facing page: Chief Hyerstay, with his wife and mother alongside, strolls down a quaint street in Helston, a community near the air station. Left: The picturesque Cornish coast of England provides a relaxing atmosphere for enjoying those off-duty hours. Above: Chief Hyerstay applies his aviation machinist skills on an H-3 Westland Sea King helicopter with a Royal Navy co-worker, Petty Officer Trevor Brown at Culdrose Air Station.

Culdrose Air Station houses the Royal Navy's antisubmarine warfare squadrons and provides basic training for all helo pilots. The rigorous training schedule keeps maintenance people busy.

Chief Hyerstay has 10 years' experience repairing engines of the *Sea King* helicopters, a type used by both the British and U. S. Navy. He is often called upon to render assistance to the squadrons at Culdrose.

He says the difference between a U. S. Navy chief petty officer and his counterpart in the Royal Navy goes something like this: "In the Royal Navy, the CPOs do the majority of technical engine repair and overhaul work, whereas in the U. S. Navy a chief does more administrative work and fewer maintenance jobs."

Chief Hyerstay is one of two chief petty officers in the engine repair shop, where also at least 20 other British ratings work on jet helo engines. Engine repairs must be signed off by competent authority certifying that the aircraft is safe, so after arriving here, the chief was sent to a one-week school to learn not only how to sign a form but—also more importantly—what's the impact when he signs his name on official papers. It may sound offbeat, but not every mechanic has the authority to sign forms stating that an engine is "go."

UPON COMPLETION of the school, Chief Hyerstay was presented a special certificate, which read: "This is to certify that on or about the 27th of Jan 1972, ADJC Neil C. Hyerstay, USN, became the first of our trans-Atlantic cousins to leave the halls of the Engineering School at RNAS Culdrose in a state of unbelievable bewilderment—but qualified to sign almost anything."

Off duty and on, fishing and aviation are the chief's main interests. Whenever he gets the chance, he goes fishing; carrying rod and reel in his car at all times, he needs only a little coaxing when invited.

He holds a commercial single-engine pilot's license and also goes flying when he gets the chance. He is also learning to glide in soar planes at the station's glider club and enjoys, as well, building and flying model planes.

The chief and his wife, Kath, live with their two children in the Royal Navy's married quarters in Helston. Their first year in England has been greatly rewarding and both look forward to taking continuing advantage of the assignment in fostering an understanding of what the two countries and their citizens accomplish as allies.

—Photos by PH1 Bob Woods

CWO2 Gunner Gaffey
Gaeta--and gets it all

MUSIC

HARDLY A SHIP gets underway these days that there isn't at least one pied piper on board. But more often than not the piper today plays a six-string guitar and sings a tune to the tap of his toe. What's more, it's never predictable where he'll emerge—from below deck, the fantail or the bridge—since music basically runs through the veins of most everyone.

It just so happens that aboard the Sixth Fleet flagship, USS *Springfield* (CLG 7), the pied piper is CWO2 J. A. Gaffey, USN.

Not long ago, Gunner Gaffey, guitar in hand, emceed a *Springfield* Music Festival staged by other talent onboard for the benefit of citizens of Gaeta, Italy, the ship's home port. A few *Springfield* de-

Left, top: Not only the crew of USS Springfield, but also their dependents participated in the music fest. Left: The coffeehouse atmosphere added a dramatic air to the performances. Above: The instruments varied at the festival as did the performers and their numbers, military and dependents took part.

takes his guitar to together

FESTIVAL

pendents also joined in with their musical contributions to the festival which took on an air of an intimate coffeehouse performance amid an atmosphere of dimmed lights, glowing candles and a single spotlight focused on the performers. The stage, in the midst of the audience, was set up in the Navy Community Center. The songs and instrumentals ranged from folk, rock, country and western to soul and ballads.

Between playing his guitar and singing some of his favorite numbers, Gunner Gaffey threw in a few of his favorite jokes as he guided the musical show through what he regarded as an opportunity of "just getting it together" through music.

—Story and photos by PH2 Harry E. Deffenbaugh, Jr.

Right, top: CWO2 Gaffey works with the 5" and 6" guns and is the missile house safety officer aboard Springfield. Right: "Gunner," who is fond of the guitar, has been strumming for eight years. Above: CWO2 Gaffey smiles as he throws a few jokes into the crowd during the musical show.

HOLIDAY ON A GREEK ISLAND

LIBERTY AT LEMNOS

When a destroyer escort is assigned to the Sixth Fleet for six months, one of the most important, morale-enhancing topics among the crew is liberty ports. Some Mediterranean seaports—like Palma de Mallorca or Barcelona—are frequented regularly by American sailors and their excellent reputation for recreation, nightlife and culture is well known throughout the Fleet. Others less known and less frequently visited are regarded by many traveled Navymen as suitable only for "painting out the sides."

It was with this last thought in mind that crewmen of uss *Koelsch* (DE 1049) first learned that they were going to Lemnos, Greece. There was understandably much curiosity. Most of the men couldn't immediately find it on the map, and knew little more when they finally did locate it—an island situated far north in the Aegean Sea near the Turkish Strait.

The scanty available descriptions of the island only added to the skepticism of the crew. But, as *Koelsch* drew near to its sundrenched hillsides and rocky coves at dawn in mid-August, they began to realize that Lemnos was obviously another pearl in the necklace of Aegean islands.

Once the ship anchored 1500 yards off the marina—which was filled with multicolored fishing boats—liberty boats began to carry anxious *Koelsch*men ashore for their initial "reconnaissance." What they found was happily far above anything they had expected.

The classic white houses, cupolas, and archways of the town which hugged the marina contrasted with a mountainous background and an ancient fortress in the foreground which offered a panoramic view of the entire island. Untainted by commercialism, the genuinely sincere townspeople warmly welcomed members of the first American warship to touch their shore in more than one year.

METROPOLIS ON THE

AEGEAN

Athens, including its contiguous port of Piraeus, is a city of about 2,800,000 people (about the size of metropolitan Washington, D.C.) and is one of the older continuously inhabited cities on earth.

Almost everyone is aware that it is the cradle of western civilization and that from its golden age more than 2000 years ago sprang many of the concepts which still motivate the western world.

It is a city with something for almost every taste. It is dotted with the ruins of ancient glory. Its museums are filled with treasures of art which have survived the ravages of time and still fill the viewer with awe.

Opera, concerts and drama still are heard in theaters created by the ancients. These theaters were built with such perfection that their equal is difficult, if not impossible, to find in modern times. Both the ancient plaka and the modern city offer an abundance of thoroughly enjoyable night life.

Athens is a city of contrast, combining some of the features of Mediterranean metropolises with those of the Near East. Along with its ancient classical monuments are modern buildings, standing next to churches built while Byzantium flourished, where the ancient liturgy of the Greek Orthodox Church can be heard while modern traffic flows noisily on the outside. Although Athens and Greece are predominantly Orthodox in re-

Most of the crewmen's daytime hours were spent enjoying the sun and sand, hiking, swimming, sunbathing, and scuba diving. As the sun set, the town square began to fill with the local people, gay and smiling after their siestas. The friendliness of Lemnos citizens and officials was overwhelming—they captured the entire crew with their Greco-generosity and pro-Yankee spirit.

Calls were made by *Koelsch's* commanding officer, Commander William O. Huckabay, on city and military officials including the mayor of the city of Myrina, the Chief of Military Forces, and the Archbishop of Myrina. All those called on accepted an invitation to lunch aboard *Koelsch* the following day. A return cocktail party was given for the wardroom by the Chief of Military Forces, followed by attendance at a traditional Greek Dance festival later that evening. During these social affairs, many invitations were extended for further private visits.

In the meantime, three sonar technicians—Pat Perry, Randy Kearns and Mike Hill—were hiking through Lemnos' rolling hills when they came across a small village. When identified by a local family as "Americanos" they immediately became celebrities and were shown remarkable hospitality. Besides offering them boating and swimming, the villagers escorted the sailors back and forth to the ship, and went out of their way to prepare several excellent meals.

Similar stories of hospitality from Lemnos residents were echoed throughout the ship for many days following—this port was thoroughly enjoyed by the entire crew. It offered a pleasant change from the large cities and provided a relaxing visit. As *Koelsch* departed the island's windswept shores, most of the men felt that they had become a little more Greek and also had left some American goodwill on Lemnos—a beautiful island vacationland immersed in the Aegean.

Facing page: A picturesque panorama of Lemnos basking in the Grecian sun. Right: The shoreline of Lemnos, similar to this Aegean beach, is just one of the many natural recreational assets on the island. Lower right: A Navyman on liberty views the ancient buildings in Athens.

ligion, there are also long established centers of both Protestant and Roman Catholic worship in the city. Military chaplains conduct services in English for American military personnel and their dependents.

Other contrasts are evident, too. The crack Evzones, models for warriors anywhere, wear uniforms reminiscent of the Greek pastoral costumes which can still be seen on shepherds in parts of Greece.

The narrow and winding streets of the old city of Athens which huddle about the foot of the Acropolis coexist with the straight, broad avenues of the modern city built almost entirely within modern times. Firmly planted in the 20th century, Athens cherishes its ancient past.

The American Navyman and his family who receive orders to the eastern Mediterranean area, and are homeported in Greece, can expect an interesting and enjoyable tour.

ANSWERING THE

NAVY OUTDOORSMEN who have been stationed in Alaska and vowed to return may accomplish their aim in a way they never expected. It's called homesteading—well, almost homesteading. Actually, homesteading in Alaska on Federal lands ended in 1965 when, if you'll pardon the pun, the government "froze" all public land in the state. That, however, doesn't mean that Alaska land is beyond the reach of most who want it.

There are now state-owned "open-to-entry" lands in Alaska which provide about the nearest thing to homesteads now available. The program is designed to make recreation land available to the public at a nominal cost. There is, however, some work to be done before the land is yours.

First, the "open-to-entry" program requires the entrant personally to locate unclaimed land from available state records at the Alaska Division of Lands office. Then the unclaimed land must personally be marked off according to set rules. The claimant must then file on the land and have his entry recorded.

When these requirements are met, the entrant then pays a $10 non-refundable filing fee and $40 for the first year's rental. This entitles the entrant to lease the land from the State of Alaska for a period of five years. He can, if he wishes, renew the lease for an additional five years.

THERE IS A LIMIT of five acres on land which may be acquired by any person participating in the program and water frontage is limited to 400 feet. Claimants must be citizens of the United States and at least 19 years old.

After the lessee has the land's boundaries established by a surveyor approved by the state. he may purchase the land for whatever amount is considered to be a fair market value at the time of his original lease.

Another means of acquiring Alaskan land is through state land auctions or "over-the-counter" sales. State land is offered at public auction to whoever offers the highest bid above the minimum appraised value of the property. Auctions are held in the vicinity of the land being sold and parcels which don't fall beneath the auctioneer's hammer are then offered through over-the-counter sales.

One attractive feature of acquiring land in this fashion is that the state of Alaska itself finances the land's purchase. The state requires a down payment of only 10 per cent, with the balance payable in annual installments over a period of 10 years. Nominal interest is charged on the unpaid balance.

A number of military men have acquired land through both of these plans. Some intend to spend their retirement in cabins they have built, as others before them have done. For example, one serviceman bought some state land at the Talkeetna auction in 1966, then built and furnished an attractive cabin in virgin forest a half-mile from the nearest road. From his window, he has a view of Mount McKinley and,

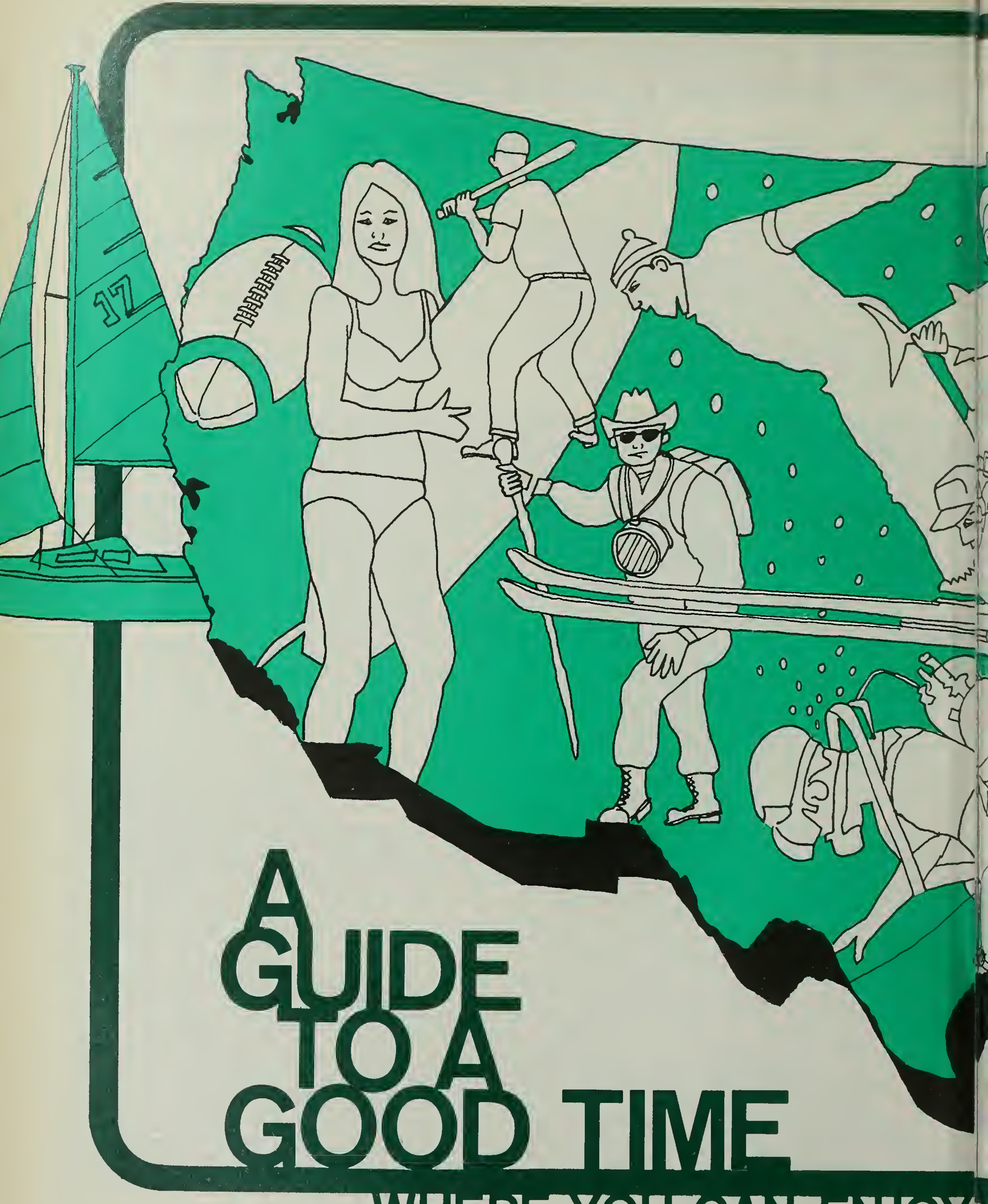
CALL OF THE NORTH

LIFE ON THE ALASKAN FRONTIER

when the meat supply gets low, he goes out to hunt moose or caribou. He makes much of his own clothing from the hides and pelts of the animals he hunts and traps and considers himself a happy man. And why not? The air is clean, the water's pure and the scenery majestic.

Much of the more accessible land, of course, has by this time already been taken. It might be well to remember, however, that much of what is now prime business and residential property in Alaskan cities was first owned by homesteading GIs. Although the land now available is mostly far out, it may not be any more secluded than today's prime land was considered to be when a GI stationed in Alaska first staked it out for a homestead.

☐ *ALL HANDS wishes to express its thanks to MSgt Stanley G. McDonnough, USAF, for the photograph and the report on which this article is based.*



A GUIDE TO A GOOD TIME

WHERE YOU CAN ENJOY

THE OUTDOORS

NAVY RECREATION AREAS

If you've never experienced a dawn with the song of a meadowlark or mockingbird; washed sleep from your eyes with water lit by starlight; smelled the aroma of hickory-smoked bacon cooking in a skillet over an open fire; or roasted popcorn and marshmallows around a twilight campfire, then you owe yourself an outdoor vacation.

Besides being completely different, it can be fun for the entire family if planned properly. What's more, your outing can be exceptionally economical, especially if you plan it to be spent at one of the Navy's outdoor recreation areas where you can take advantage of your special services benefits.

There are 16 such areas currently in operation (almost entirely year-round) from Maine to California, from Washington to Georgia—nine states in all. They are listed below, together with related information. As a bonus, listed in an accompanying box are 42 Air Force outdoor recreation areas; however, details here are devoted only to those operated by the Navy.

First of all, the geographical location of each area

RECREATION AREA	RESERVATIONS & INFORMATION	LOCATION	SEASON	ACTIVITIES
Point Mugu, Calif. #1 (see map)	Recreation Department Code 624 Naval Air Station Point Mugu, Calif. 93042 Autovon: 873-8770 Commercial: (805) 982-8770	On base beach, 50 miles from Los Angeles, 75 miles from Disneyland, Knotts Berry Farm	Year-round	Fishing, swimming, boating, picnicking, camping, skiing, horseshoes, tennis, and golf
NAV/MAR Lodge, Treasure Island, San Francisco, Calif. #2	Special Services Director Bldg. 263, Naval Station Treasure Island San Francisco, Calif. 94130 Autovon: 869-5088 Commercial: (415) 765-5088 or Special Services Director Hunters Point Naval Shipyard San Francisco, Calif. 94130 Autovon: 799-3274 Commercial: (415) 641-3274	On U. S. Hiway 50 at South Lake Tahoe; north side of road west of Bal Bijou Rd.; 1¾ miles west of California-Nevada State line	Year-round	Fishing, swimming, boating, picnicking, water skiing, hunting, camping, snow skiing, beach activities, hiking, golfing (miniature golf, restaurants, night club, entertainment, camp grounds and wilderness hiking, all located nearby).
El Centro, Calif. #3	Special Services Office Naval Air Facility Bldg. 318 El Centro, Calif. 92254 Autovon: 958-8011 Commercial: (714) 339-2481	On the base	Year-round	Fishing, swimming, boating, picnicking, water skiing, hunting, camping, tennis, "land" sailing, frogging, and dune buggy areas
Lake Allatoona, Marietta, Ga. #4	Special Services Naval Air Station, Atlanta Marietta, Ga. 30060 Autovon: 925-2528 Commercial: (404) 428-4461 Ext. 2528	15 miles north of NAS Atlanta. See Special Services for specific directions	Year-round camping, fishing, trailer and cabin occupancy; beach and snack bar open 1100-2000 May through Sep	Fishing, swimming, boating, picnicking, water skiing, camping, horseshoes and beach activities

is shown in the left column along with numbers that correspond to these on the accompanying map of the continental area indicating that recreation area location in relation to the nearest naval activity, usually the host facility.

The host facility which can provide additional information about the area most appealing to you is listed next, together with a complete address and telephone numbers through which reservations can be made where accepted.

The next column provides specific directions to some area locations followed by seasonal listing.

THE LINEUP of activities at each area or host facility is somewhat repetitive, but if you have a "hankerin'" to go horseback riding during your vacation, you won't be disappointed if you plan your stay at the Northwest Chesapeake Recreation Area in Virginia. Otherwise, prepare to be content to just pitch horseshoes at the Oso Recreation Area in Washington. Nevertheless, what the Oso site may lack in horseflesh, it makes up for in its sauna bath (no doubt a favorite gathering place for sore-arm shoe-pitchers).

If you own a camper, travel or tent trailer you should have no difficulty finding a site at the recreation area of your choice. However, some areas are more limited than others, so it's best to check ahead with the host facility and arrange reservations if possible. You will find, for exaxmple, there are 12 travel/tent trailer sites listed at the Gardiner Camping and Picnic Area, a popular vacation spot hosted by the Naval Air Station at Brunswick, Maine, yet Lake Moultrie Area near the Naval Station at Charleston, S. C., registers 125 trailer sites.

For those who do not trail lodgings by car or truck, some form of accommodation is available at almost all of the areas, either in cabins or stationary house-type trailers; most are moderately priced.

Recreation equipment and rental fees vary with each host facility. Also, keep in mind that since many of the areas are situated in isolated locations some equipment items may not be available at the recreation site but rather maintained at the host's special services equipment checkout facility. Such conditions are noted in the following listing.

For a quick, fingertip reference, visit your special services office and ask for a copy of "Guide To Navy Outdoor Recreation Areas." Do a little planning, and then go have some fun—outdoors.

—JOC Marc Whetstone, USN.

EQUIPMENT & FACILITIES	FEES & CHARGES
3 cabins (4 persons)	$5.00 per day
6 trailers (8 persons)	4.00
27 trailer sites w/services	.50
4 trailer sites w/o services	.25
Deep-sea boat	3.50
Sailboats	4.50
Fishing boats w/motor	2 00
Boats w/o motor	1.00
Tents	1.00/.50
Tent heaters, sleeping bags	.25
Lanterns	.10
Fishing gear	.30
Ice chests	.15
Fishing bait	.40 per pound
BBQ grills	no charge
13 motel rooms (3 persons)	$6.00 per night
Sailboats	
Ski boats	
Fishing boats	
Fishing gear	
Water skis	
Snow skis	
Picnic tables	
BBQ pits	
(boating and fishing equipment available at commercial dock, one block from the lodge. Skiing is available at Heavenly Valley, within three miles of the lodge.)	
1 guesthouse (8 persons)	$5.00 per day
4 trailers (6 persons)	2.50
4 tent trailers (4 persons)	1.50
6 trailer sites w/services	1.00
2 trailer sites w/o services	1.00
Fishing boats w/motor	2.00
Boats w/o motor	1.00
Utility trailer	1.00
Sleeping bags, fishing gear	.50
Car-top carriers	.50
Tent heaters	.35
Lanterns, ice chests	.25
2 cabins (4 persons)	$4/5/6 per day*
3 trailers (6 persons)	same as above
9 trailer sites w/services	2.00 per day
9 tent trailer sites w/services	2.00
20-foot pontoon boat	.75 per hour
Fishing boats w/motor	.50 per day
Outboard motor gas	.50 per 5 gals
Sailboats, bicycles	no charge

*E-4 and below: $4; E-5 through E-9: $5; officers: $6

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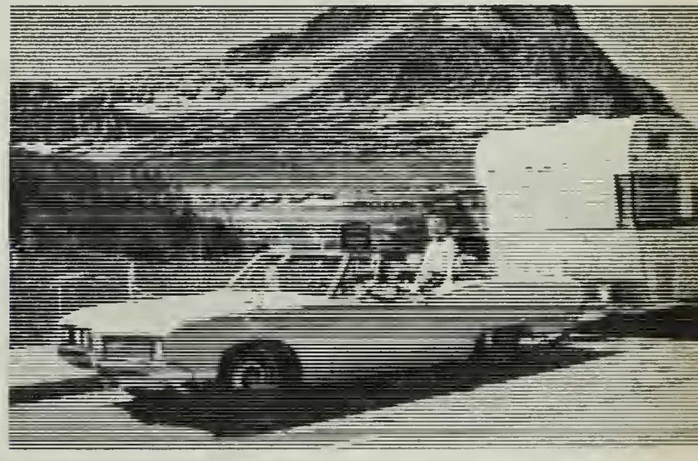


RECREATION AREA	RESERVATIONS & INFORMATION	LOCATION	SEASON	ACTIVITIES
Gardiner Camping and Picnic Area, Brunswick, Maine #5	Special Services Director Naval Air Station Brunswick, Maine 04011 Autovon: 476-2364 Commercial: (207) 582-3411 582-9855	25 miles north of Brunswick on Route 201 in southeastern part of state	Available from May through Oct	Camping, fishing, picnicking, skiing, swimming and golf
Sprague's Neck Area, East Machias, Maine #6	Special Services Director Naval Radio Station, Cutler East Machias, Maine 04630 Autovon: 476-7276 Commercial: (207) 259-8276	Adjacent to station on peninsula. Access by good, though unpaved, roads to turn-around areas that are suitable as trailer sites	Year-round	Bowling, swimming, trap-shooting, hiking, hobby shop and camping
Rocky Lake Area, East Machias, Maine #7	Special Services Director Naval Radio Station, Cutler East Machias, Maine 04630 Autovon: 476-7276 Commercial: (207) 259-8276	20 miles northwest of station and 5 miles off Route 191 on Rocky Lake in Eastern Maine on unimproved, unpaved roads. Last one-half mile is usually passable for automobiles	Year-round if accessible	Boating, fishing, camping, hunting, snowmobiling, picnic area, playgrounds and ball fields, tennis courts and snack bar located on station
Winter Harbor, Maine #8	Special Services Officer Naval Security Group Activity, Winter Harbor, Maine 04693 Autovon: 684-9314/9315 Commercial: (207) 963-5534 Ext. 314/315	Eastern Maine	Mid-May to Mid-Nov for over-night campsites	Fishing, swimming, boating, water skiing, hunting, clam digging, snow skiing, ice skating, golf and beach activities. On-base activities include picnicking, camping, horseshoes, hiking and tennis
Patuxent River, Md. #9	Recreation Division, Naval Air Station, Patuxent River, Md. 20670 Attn: Athletic Director Autovon: 356-3508 Commercial: (301) 863-3508	Patuxent River, Md.	Year-round	Fishing, swimming, boating, picnicking, water skiing, hunting, crabbing, camping, horseshoes, tennis, hiking, golf, bowling, basketball, volleyball, badminton, and beach activity
Navy Recreation Center, Solomons, Md. #10	Reservation Desk Box 147 Solomons, Md. 20688 Commercial: (301) 326-4216 (between 0900-1400) (no Autovon service)	65 miles southeast of Washington, D. C., on Maryland Route 4, about 75-minute drive from Capital Beltway Exit 34	Year-round	Fishing, swimming, boating, picnicking, hunting, camping, golf, crabbing and beach activities; volleyball, badminton, bowling and billiards

This Fleet Recreation Park is a 260-acre complex designed entirely for the outdoor enthusiast. Yet, it offers comfortable overnight accommodations for the entire Navy family and a variety of activities such as may be found at any recreation resort across the nation. Open year-round, the facility offers camping, fishing, boating, swimming, picnicking, hunting, golf or just simple relaxation in quiet surroundings. Because of the area's popularity, it is recommended reservations be made well in advance of your intended stay.

EQUIPMENT & FACILITIES	FEES & CHARGES
8 trailers (6 persons)	$4.00 per day
4 trailer sites w/services	1.00
2 trailer sites w/o services	1.00
6 tent trailer sites w/o services	.75
9 small campers	2.00
2 medium campers	3.00
2 large campers	4.00
Ski boats w/55 hp motors	10.00
Ski boats w/40 hp motors	6.00
Water skis, tents, toboggans	.50
Fishing boats w/motor	3.00
Boats w/o motor	2.00
Tent heater, fishing fee	.25
Lanterns, sleeping bags, ice chests	.15
Swimming	.10
Golf course green fee (military)	2.00 weekday
	2.50 weekend
(civilian)	3.50 weekday
	4.50 weekend
Golf club rental	.50
Golf cart	3.00 18 holes

EQUIPMENT & FACILITIES	FEES & CHARGES
Trailer sites w/o services	no charge
Trailers (2 persons)	$1.00 per day
Fishing boats	.50
Snowmobiles	1.00
Sleeping bags	.25
Sailboats, bicycles, hunting and camping gear also available; two-lane bowling alley; recreation facilities on-base also available.	

EQUIPMENT & FACILITIES	FEES & CHARGES
1 cabin w/o electricity, drinking water or plumbing (4 persons)	$1.00 per day
3 trailers (2 persons)	1.00
2 trailer sites w/o services	no charge
1 tent site	no charge
4 snowmobiles	1.00 per day
Sailboats, bicycles, hunting and camping gear available in limited quantity.	

EQUIPMENT & FACILITIES	FEES & CHARGES
2 house trailers (6 persons)	$3.00 per day
4 camping trailers (5 persons)	2.00
6 trailer sites w/o services	no charge*
6 tent trailer sites w/o services	no charge
6 tent sites	no charge
Ski boat	5.00 per day
Fishing boats w/motor	2.00
Snowmobiles	3.00
Boats w/o motors, water skis, sailboats, tents, tent heaters, lanterns, sleeping bags, fishing gear, ice chests, BBQ grills and bicycles	no charge

*Multiple-use toilet and cold water shower facilities available.

EQUIPMENT & FACILITIES	FEES & CHARGES
13 trailers (6 persons)	$2/5 per day
40 campsites w/o services	no charge
tent trailer and tent sites	no charge
Boat dock slip rental	1.50 to 3.00 monthly
Golf course green fees	1.50 weekdays
	5.00 weekends
14-foot fishing boat w/7½-hp motor	2.00 ½ day w/gas
16-foot fishing boat w/20-hp motor	4.00 ½ day w/gas
Boats w/o motors	1.00 per day
Tents	2.00 per week
Fishing gear	1.00 per week
Sleeping bags	2.00 use fee
Sailboats, ski boats, water skis, horseshoes, tennis rackets, tent heaters, lanterns, ice chests and BBQ grills	no charge

EQUIPMENT & FACILITIES	Lodging fees by rank per day E1-3	E4-9	Officers
Lodge w/snack bar, lounge			
15 apartments			
1-bedroom	$3.50	5.00	6.50
2-bedroom	5.00	6.50	8.00
3-bedroom	6.50	8.00	9.50
4-bedroom	8.00	9.50	11.00
14 cottages and 21 bungalows			
2-bedroom	6.50	8.50	10.50
3-bedroom	8.00	10.00	12.00
4-bedroom	9.50	11.50	13.50
5-bedroom	11.00	13.00	15.00
39 trailer sites w/services	$3.00 per day		
(tent trailer sites)	2 00		
65 tent sites w/electricity	2.00		
65 raised tent sites	1.00		
Swimming pools:			
Adults	.50		
Children	.25		
Boat marina:			
Daily mooring	.75 to 3.00		

EQUIPMENT & FACILITIES	FEES & CHARGES
At NRC Solomons, Md. (Cont.)	
Annual mooring	60.00 to 240.00
Boat launching	.75
Golf driving range	.25 per bucket
Miniature golf	.25 18 holes
Bowling	.35 per line
15-foot fiber glass boats	8.00 daily
(36 boats available)	5.00 ½ day
14-foot aluminum boats	5.00 daily
(10 boats available)	3.00 ½ day
Sailboats	10.00 daily
	6.00 ½ day
Tandem bicycles	2.50 per day
	.50 per hour
Single bicycles	1.50 per day
	.25 per hour

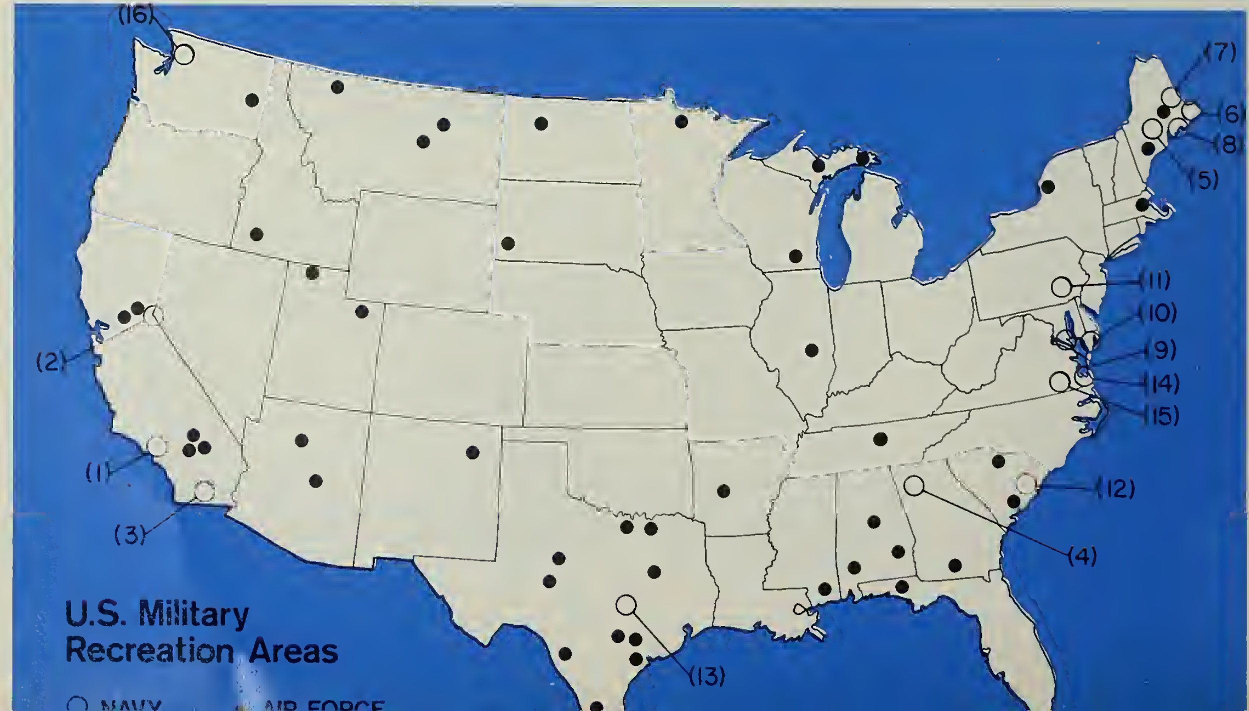
NOTE: fuel for boats is available at marina service dock

(Continued on next page)

RECREATION AREA	RESERVATIONS & INFORMATION	LOCATION	SEASON	ACTIVITIES
Gouldsboro Recreation Area, Willow Grove, Pa. #11	Special Services, Navy Air Station, Willow Grove, Pa. 19090 Autovon: 441-4341 Commercial: (215) 675-7070 Ext. 341	Gouldsboro, Pa., at Lake Wallenpaupack. Tobyhanna State Park and Pocono ski lodges located nearby	Summer: May-Nov Winter: Dec-Apr	Fishing, swimming, boating, picnicking, water skiing, hunting, camping, snow skiing, ice skating, hiking, golf and beach area
Lake Moultrie Area Charleston, S. C. #12	Special Services, Bldg. 1143, Naval Station, Charleston, S. C. 29408 Autovon: 794-5035 Commercial: (803) 743-5233	On Highway 52, 4 miles north of Moncks Corner, S. C.	Year-round	Fishing, swimming, boating, picnicking, water skiing, camping, horseshoes, hiking, dancing, and beach area

NOTE: Trailers and tent sites listed are located at the Hodge Podge Lodge which is four miles north of Moncks Corner, S. C., and operated by the Charleston AFB on a first-come, first-served basis. Fishing bait, groceries and laundry service are within five miles of the camping facility. Most of the recreational equipment listed in the adjacent column is maintained at the Special Services Gear Locker at the Charleston Naval Station.

RECREATION AREA	RESERVATIONS & INFORMATION	LOCATION	SEASON	ACTIVITIES
Lake Whitney Area, Dallas, Tex. #13	Special Services, Naval Air Station, Dallas, Tex. 75211 Autovon: 874-9252 Commercial: (214) 262-5161 Ext. 252/383	North of Whitney, Tex., on Route 933	Year-round	Fishing, swimming, boating, picnicking, water skiing, camping, hiking, and golf (NOTE: Navy Exchange outlet is located at the camp. Trailers are furnished with all housekeeping needs, except soap/towels)
Chesapeake, Va. #14	Special Services Radio Receiving Facility NW Chesapeake, Va. 23322 Commercial: (703) 421-2141 (no autovon service)	On the facility	Year-round. Equipment checkout daily: 0800-2000	Fishing, swimming, boating, picnicking, hunting, camping, horseshoes, tennis, hiking, and horseback riding (several commercial stables are located within 5 miles of facility).
Driver, Va. #15	Transmitter Site Officer, Naval Communication Station, Norfolk Radio Transmitting Facility, Driver, Va. 23346 Autovon: 690-3681 (ask operator for Driver, Va.) Commercial: (703) 399-4033 Ext. 30	On the base. Check in at Admin. Bldg. (D-1) for directions	Year-round	Fishing, swimming, boating, picnicking, water skiing, clam digging, crabbing, camping, horseshoes, tennis, golf, ping-pong, and pocket billiards
Oso, Wash. #16	Officer in Charge, Naval Radio Station (T), Jim Creek, Oso, Wash. 98223 Autovon: 891-1200 Commercial: (206) 435-2161	East of Arlington, Wash., on State Highway 530 to Trafton School; turn right on Jim Creek Road to Radio Station main gate	Year-round	Fishing, boating, picnicking, hunting, camping, horseshoes, tennis, hiking, volleyball, and softball, bowling.



U.S. Military Recreation Areas

EQUIPMENT & FACILITIES	FEES & CHARGES
5 trailers (6 persons)	$2.00 per day
3 trailers (4 persons)	5.00
32 trailers (8 persons)	$4.50 per day
75 trailer sites w/water-electricity	1.00
20 trailer sites w/o services	1.00
20 tent trailer sites (10 w/o services)	1.00
Sailboats, Sunfish and trailer	3.00 per day
Fishing boats w/motor	1.00 per hour
	3.00 for 6 hours
Tents (9x7)	.35 per day
Campers (4 to 6 persons)	3.00 to 6.00 daily
Bicycles, shotguns	.50 per day
Outboard motor	1.00
Party bag	.90
TV set, utility trailer	.65
23 trailers (6 persons)	$6.00 per day
6 trailer sites w/services	2.00
6 trailer sites w/o services	no charge
6 tent trailer sites	no charge
Party barge	6.00 per day
Cabin cruiser	4.00 per hour
Golf course greens fees (private golf course available to guests staying at the Rec. Camp. Golf course adjoins the camp. Also,	3.00 per day
10 trailers (6 persons)	no charge
7 trailer sites w/services	$2.00
5 trailer sites w/o services	2 00
17 tent sites	1.00
Boats w/o motor, fishing boats w/motor; fishing, hunting, camping gear; bicycles, tennis rackets, ping-pong tables; volleyball, basketball and softball gear; movies and EM club.	
6 trailer sites w/o services	no charge
6 tent trailer sites w/o services	no charge
10 tent sites	no charge
Boats w/o motors, fishing boats w/motors; fishing, camping gear; boat launching ramp; golf, tennis and club facilities;	
movie theatre	$ .30
2 trailer sites w/services	$2.00 per day
7 tent/trailer/camper sites	.50
Fishing, hunting areas	1.00 per day
Tents, sleeping bags, shotguns and rifles, 2-man backpack tents, boats w/o motor	.50
Electric motor	1.50
Bicycles	.25
Coleman stove, backpack w/frame	.25 for 3 days
Lanterns, ice chests	.10 per day
Gymnasium, sauna bath, ball fields, boat dock and snack bar available.	

NOTE: prices and availability of equipment and facilities are subject to change with regard to all recreation areas.

AIR FORCE RECREATION AREAS

The American forces have interservice agreements which allow members from sister services to use host recreation facilities whenever possible, usually on a space-available basis.

In line with this policy, All Hands has been provided with a list of Air Force recreation areas which are available to Navymen and their families. It is part of a joint all-service directory now being compiled.

Meanwhile, additional information may be obtained by directing correspondence to the Recreation Directors of the Air Force facilities listed here:

ALABAMA

Bashi Creek Recreation Area,
Thomasville AFS, Ala. 36784
Dauphin Island Recreation Area,
Dauphin Island AFS, Ala. 36528
Lake Eufaula Recreation Area,
Eufaula AFS, Ala. 36027
Maxwell-Gunter Recreation Area,
Maxwell AFB, Ala. 36112

ARIZONA

Fort Tuthill Recreation Area,
Luke AFB, Ariz. 85301
Waterdog Recreation Annex,
Williams AFB, Ariz. 85224

ARKANSAS

Lake Conway Recreation Area,
Little Rock AFB, Ark. 72201

CALIFORNIA

15th Air Force Game Reserve,
Beale AFB, Calif. 95903
Lake Isabella (AFSC),
Edwards AFB, Calif. 93523
Lake Isabella (TAC),
George AFB, Calif. 92392
Lake Isabella (MAC),
Norton AFB, Calif. 92409
Travis Lodge,
Travis AFB, Calif. 94535

DELAWARE

Cape Henlopen,
Dover AFB, Del. 19901

GEORGIA

Grassy Pond,
Moody AFB, Ga. 31601

ILLINOIS

Base Recreation Area,
Chanute AFB, Ill. 61868

MAINE

Pleasant Pond,
Topsham AFS, Maine 04086

MICHIGAN

Dukes Lake,
Kincheloe AFB, Mich. 49788
Ski Chalet,
K. I. Sawyer AFB, Mich. 49843

MINNESOTA

Adrian's Resort,
Baudette, Minn. 56623

MONTANA

Ft. Peck Recreation Area,
Glasgow AFB, Mont. 59231
Pond Side Camping Area,
Lewistown AFS, Mont. 59457
St. Mary's Recreation Camp,
Malmstrom AFB, Mont. 59402

NEW MEXICO

Lake Conchas,
Cannon AFB, N. Mex. 88101

NEW YORK

1000 Islands Campsite,
Griffiss AFB, N.Y. 13440

NORTH DAKOTA

Riverdale Recreation Area,
Minot AFB, N. Dak. 58701

SOUTH CAROLINA

Hodge Podge Lodge,
Charleston AFB, S. C. 29404
Wateree Recreation Area,
Shaw AFB, S. C. 29152

SOUTH DAKOTA

Victoria Lake Recreation Area,
Ellsworth AFB, S. Dak. 57706

TEXAS

Lake Nasworthy Recreation Area,
Goodfellow AFB, Tex. 76901
Flying K Recreation Ranch,
Kelly AFB, Tex. 78241
Camp Warhawk,
Lackland AFB, Tex. 78236
Zapata Recreation Area,
Laredo AFB, Tex. 78040
Amistad Lake Recreation Area,
Laughlin AFB, Tex. 78840
Lake Texoma Recreation Area (ADC),
Perrin AFB, Tex. 75090
Lake McQueeney Recreation Area,
Randolph AFB, Tex. 78148
Lake Whitney Recreation Area,
Randolph AFB, Tex. 78148
Lake Texoma Recreation Annex (ATC),
Sheppard AFB, Tex. 76311
Lake Sweetwater Recreation Area,
Sweetwater AFS, Tex. 79556

UTAH

Snow Basin Recreation Area,
Hill AFB, Utah 84401
Carter Creek Recreation Area,
Hill AFB, Utah 84401

WASHINGTON

Clear Lake Recreation Area,
Fairchild AFB, Wash. 99011

Running the Colorado Rapids

Navymen traveling the high seas have experienced their share of exciting adventures on the world's waterways, but relatively few have shared the thrills of riding the rapjds of a wild river. This was the experience of a group led by a young staff member at the Naval Postgraduate School in Monterey. Here's the story as reported by Chief Journalist Bill Locklar, USN.

RUSSELL D. SCHWANZ, a meteorologist at Monterey's Naval Postgraduate School, is one among us who favors spending his vacation outdoors. But, because of the manner in which he spends it, this particular meteorologist, whose vocation is dedicated to weather is not really fussy about his vacation weather. He knows, rain or shine, he's going to get all wet anyway.

After all, who stays dry in a rubber boat running the rapids of the Colorado River?

Keeping dry is hardly a consideration, according to the rapids runners. The whole idea, says Schwanz, is the excitement of it all, from dashing over, under and through white water rapids to seeing a rainbow sunset reflected among the towering cliffs of the Grand Canyon while drifting lazily where the river is almost as still as the approaching night.

Twice Schwanz and two groups of about 30 hardy men and women, including some from the Naval Postgraduate School, have made the 232-mile run down the Colorado. The first trip was in April 1971. The second was in March 1972. The third? Soon, he hopes.

If trip number three is organized, it will probably be similar to the others. Schwanz explains that about 60 days of planning go into what eventually will result in 120 "exciting" hours—the average time it takes to run the river.

Each of Schwanz's expeditions began at Temple Bar, Ariz., near Lake Mead. From there, he and his companions took a bus to the South Rim of the Grand Canyon and then hiked the seven-and-one-half-mile trail down the canyon wall to the canyon floor and the river's bank. It's a four-and-a-half-hour hike, each hiker carrying his allotted 40 pounds of personal gear.

Most are, at first, awed by the 5000-foot cliffs that tower above, but they soon adjust to their relative size when they first set eyes on the rental boats that will carry them over the treacherous waters of the Colorado. Thirty feet long by 15 feet wide—rubber pontoons strapped together by rope—they are as durable and as spillproof as could be expected, under such conditions. Almost everyone appears confident they will do the job, as will the hired crew.

Below: Steve Rinord (left) and Russ Schwanz, co-workers in the meteorology department of the Naval Postgraduate School, man the bow while running the rapids in the Colorado River.

WITHIN FIVE MINUTES after getting underway, Schwanz says the boats pass through one of the worst rapids on the Colorado. He found this ride to be "frightening, exciting . . . all one could think about was holding on to the ropes." He compared it to his first ride on a roller coaster; this time, however, he was drenched with cold water.

"After passing the first rapid, you lose your awe and get the feeling of 'bring on some more.' The experience is totally exhilarating," he added.

Between rapids there are very often calm sections of the river the boats drift through. During such times both passengers and crew relax, dry off and lean back to enjoy the scenery as they quietly coast through a water-filled hole that might be a mile deep. It is also at such times that members of the expedition often see signs of wildlife in the deep ravines of the canyon, such as hawks, wild burros, various insects and an occasional trout. Most are just as curious about their visitors as the visitors are about them. Schwanz recalls that at supper one night he was joined by an inquisitive kangaroo rat.

A TYPICAL DAY MIGHT find the expedition pulled off at a sandbar or a side canyon for a 45-minute lunch break, enough time to explore some of the canyon walls and perhaps see a part of the world that has not been explored since John Westly Powell first ran the river in 1869.

The first night on the river finds the boats securely ashore and the group changed into fresh, dry clothes, a welcome feeling after being soaked to the skin most of the day. The second order of things is supper, the menu for which consists of steak and strawberry shortcake. Afterward, there is time to view the sunset, time to sing a few songs around the campfire, and time to exchange enthusiasms over the day's experiences before settling into sleeping bags for the night. The temperature deep in the canyon dips near freezing at night, a marked contrast to the 90-degree temperature usually contended with during the heat of the day.

At first light, all hands begin to stir and soon are tasting their first outdoor breakfast—eggs, sausage and pancakes prepared over an open fire.

Schwanz remembers that one of the highlights of his experiences down the river was taking a shower under a 100-foot waterfall. He also recalls getting stuck for 20 minutes on a rock at the approach of one of the rapids, and watching a wild burro try to defend a small sandbar as members of the expedition attempted to get acquainted.

These are experiences of the past for meteorologist Russell Schwanz. But, if the past is any indication of what's in store in the future, chances are, between meteorology classes, Schwanz is talking up trip number three among today's adventure-loving students at the Naval Postgraduate School as the way to spend the "ideal" vacation. □

FUNDING FOR FUN & RECREATION

THE BUREAU OF NAVAL PERSONNEL does a lot more than just move people around. It sees to their career needs, training requirements and even their spiritual needs. And certainly far from least important, it sees to their morale, welfare and recreational needs.

In so doing, a great deal of emphasis is placed on Special Services, the Navywide organization that provides a varied program of wholesome, constructive leisure-time recreational activities, such as bowling, golfing, sailing and the like.

The primary objective is to enhance the mental and physical well-being of all Navymen and women and their dependents, regardless of where in the world they are stationed. Such an objective is widely varied in scope since naval stations and installations present marked differences in needs and services available. Therefore, a standardized recreation program is basically impractical. It's then left up to the individual commands to strive for and adopt solutions meeting specific needs within the limits of their recreation funds.

In accomplishing this, there are two channels of finance open to a command recreation program: appropriated funds and nonappropriated funds.

ESSENTIALLY, appropriated funds are those provided by Congress as part of the annual federal budget from which the budgets of the military services are funded. It is the policy of the Navy Department that recreation activities will be provided, maintained and conducted using appropriated funds. Ideally, therefore, total support of recreation programs could be provided from Congressional appropriation.

During recent years, however, appropriated fund support of Special Services programs and facilities has been drastically curtailed due to shortages of these funds. This has brought about a marked increase of dependence upon nonappropriated funding and an increase in the number of requests for nonappropriated fund assistance from the Chief of Naval Personnel. Most appropriated funds are being used primarily for facility construction of golf courses, swimming pools, recreational halls, etc.

Nonappropriated recreation funds are generated as profits from Navy Exchanges and ships' store sales and from fees and charges levied within local programs. In addition, balances of recreation funds (known as residual funds) of those ships and naval activities decommissioned are a source of nonappropriated funds; so is revenue from Special Services resale activities and interest earned on short-term government securities.

Four Recreation Funds

ALTOGETHER THERE ARE four types of recreation funds within the Navy's Special Services program; they are Unit, Composite, Command and Central.

A *Unit Recreation Fund* is the fund used aboard ships, stations and other independent activities to meet the needs of maintaining a high level of morale within the command.

A *Composite Recreation Fund* is a single fund intended to serve the needs of several activities when there is but one basic recreational setup available. Such a fund might be operated on a naval air station where airmen from several air squadrons use the Special Services facilities of the host station, or at a naval shipyard where Navymen from several ships undergoing overhaul use the recreational facilities of the shipyard. In either of these cases, participating units contribute to the makeup of the Composite Recreation Fund as required by regulation.

A *Command Recreation Fund* is established at an intermediate level of command primarily for the financing of Special Services programs in which individuals from various activities within a wide area or within a single element of command participate—a naval district or fleet-supported sports activity, for instance.

The *Central Recreation Fund* is administered by the Chief of Naval Personnel to support the overall recreational programs of the Navy. It serves as an equalizing source of money, available to all the other recreation funds and, in a sense, is the pillar of strength for the Navy's Special Services program. It is included among five accounts which make up the Central Funds administered within BuPers—General Recreation, Afloat Recreation, Officers' Messes, Chief Petty Officers' Messes, and Petty Officers' Messes—each of which is set up to support the needs of its respective type of activity in the field. That is, money assessed from CPO mess is used to support other CPO mess needs and is not used to help build a bowling alley.

Just as these recreation funds operate within the limitations of a budget, so does the BuPers Central Recreation Fund, but on a much larger scale.

DURING THIS LAST YEAR—actually from 16 Jun 1972 to 15 Jun 1973—that budget amounted to a cool $24.7 million of nonappropriated funds stemming from sources within the fleet and recorded by the Bureau in millions as follows:

- $13.5 from Navy Exchange profits
- $ 2.6 from loan repayments
- $ 2.6 from interest on short-term investments
- $ 2.0 from ships' store assessments
- $ 1.6 from mess assessments
- $ 1.5 from slot machine assessments
- $ 0.9 from residual funds

Distribution of the BuPers Central Recreation Funds, with regard to facility construction, is a responsibility delegated by the Chief of Naval Personnel to a board of administrators. Current directives state that the board, consisting of not less than three commissioned officers and the Master Chief Petty Officer of the Navy, meet annually, together with representatives of major fleet and activity commands to formulate the nonappropriated fund construction program for the ensuing fiscal year. In the process, the board studies and weighs the requirements of various activities for additional recreation funds to support repairs or minor construction and alteration projects and makes recommendations as to which projects are to be approved for funding, either by grants or loans or both.

GENERALLY, GRANTS ARE made only to newly commissioned activities or to those activities that are unable to generate sufficient funds to maintain an adequate Special Services program. For example, this past year a grant of $309,744 was given to the Naval Communication Station at Wahiawa, Hawaii, for the construction of a general-purpose hobby shop featuring arts and crafts, leather and woodworking, etc. A combination grant-loan transaction was approved for the Amphibious Base at Little Creek, Va., for the construction of a $600,000 auto hobby shop. And a $49,000 loan has been issued to the Naval Station at Adak, Alaska, for the purchase of replacement bowling equipment.

Loans such as that given Adak are normally reserved for those activities that have good income potential from Special Services programs and are repayable, generally within 10 years. Repayment of the loan portion of a partial grant, partial loan assistance is usually determined by the activity's earning potential and is not necessarily governed by the 10-year term payments.

In addition to the grants and loans mentioned, the following is an outline of fiscal year 1973 Central Fund programs (in million-dollar allocations):

- $6.2 for facility loans and grants
- $5.5 for Navy Motion Picture Service
- $3.0 for insurance programs
- $3.0 for wage legislation
- $2.5 for headquarters and field activity operating costs
- $2.5 for operational grants
- $2.0 for Navy Lodges

In a recent Central Fund budget report published by BuPers which covered the FY72 period, special interest topics were discussed and explanations given in more detail as to how the fund was budgeted, particularly in the areas of the Navy Motion Picture

Program, the Temporary Lodging Program, Recreation and Mess Facilities and the Insurance Program. Also, it explained that the $3 million set aside for "wage legislation" was geared to meet increased wage and fringe benefit costs for employees of Special Services activities anticipated during the reporting period.

Navy Motion Picture Program

A SIGNIFICANT CHANGE has recently been made in the movie program. After taking a good look at the way they had been doing business, the Special Services people in the Bureau decided that they would better serve Navy audiences afloat and ashore by changing their film buying and distribution procedures. In effect, they had been running two distinct and separate movie services—service to fleet and overseas shore stations was provided by contracts with 11 major movie companies on a free admission basis using 30 prints of each selected film in 16-mm gauge size. However, 18 of the 30 prints were tied up at overseas shore activities, circulating there for several months before they could be used effectively for shipboard showing. This resulted in late distribution of once current movies to fleet units.

On the other hand, stateside Navy theaters were served by the 35-mm gauge film prints. But because of reduced film audiences and economic increases within the motion picture industry itself, it also became increasingly difficult to come up with a sufficient number of 35-mm prints on a timely basis. Solution to the problem was to provide one service in one film size, that is, in 16-mm gauge.

Under the new program, the Bureau now buys a total of 46 prints of each selected film (in 16-mm gauge). Of this number 24 prints of each movie go for immediate exclusive shipboard use, and 22 prints are circuited to stateside theaters over a six-week period. Then, while still timely, the stateside prints go to overseas shore theaters, while one print is retained for circulation through theaters in Hawaii.

After the shore prints have finished their circuits they are added to the NMPS inventories and are made available for use by fleet units or as fill-in or repeat showings by shore theaters. This new program will provide earlier release of newer movies and a ready source of supply for repeat bookings. Special Services presently is in the process of phasing in the new program which is already operating in the fleet and in certain areas outside the U. S. Full conversion stateside was achieved last fall.

The 30-cent admission charge at shore theaters partially offsets the cost of a film program, but it is expected that the net outlay of Central Funds will call for the expenditure of all of the $5.5 million budgeted. Rising costs are reflected in the fact that the NMPS budget for the preceding fiscal year was $4.5 million, or a whole million less.

Looking ahead, the next big project is to set about answering the requests of many movie buffs in the Navy for "classic" films. A library of classics including those featuring W. C. Fields, Humphrey Bogart, the Marx Brothers and other greats, is in the making.

Navy Lodges

THE NAVY TEMPORARY LODGING PROGRAM was developed using nonappropriated recreation funds, as the most rapid means of providing inexpensive temporary accommodations for Navymen with permanent change of station orders in hand. It has been identified as a key factor in the Navy's overall program to improve retention and morale.

Primary consideration of the lodges is to serve individuals on permanent-change-of-station orders accompanied by dependents. However, there is also a need to provide this same service for other Navymen and their families who are not under PCS orders. Therefore, in FY72, Central Recreation Funds—in the amount of $4.2 million—were advanced to enable additional construction of additional temporary lodging units, bringing to more than $10 million the funding that has been made available in the past two years.

These modern, motel-like units were constructed primarily in those areas having large populations of Navymen in the United States, and will eventually pay for themselves. A modest charge of $8.00 per night per unit covers the costs of all salaries, equipment, operating costs and long-term repayment of the nonappropriated funds advanced. Additional units are in the planning stage and it is proposed to continue the Navy Lodge building program until the needs of the Navy for temporary housing are met.

THE CENTRAL FUND budget report also indicated that there is an identified deficiency of recreational facilities (aside from Navy Lodges) Navywide in excess of $450 million. It may be a while before the goal of eliminating that deficiency is realized since appropriated funds have become less available due to the overall tightening of operational funding. Consequently, it has been necessary to meet only the most urgent facility construction requirements with nonappropriated funds, placing a considerable burden on the Central Recreation budget.

As a result, careful scrutiny is applied by the Board of Administrators in the selection of those activities to receive funding support. During FY72, for example, more than $29 million worth of projects were submitted by 108 naval activities. However, only $6 million was expected to be available. The competition was tough and decisions were based on such factors as degree of isolation, climatic conditions, number and type of persons to be served, and the availability of other military and commercial recreation activities. Of course, those activities having the greater need and those expected to have the greatest impact on morale rated highest on the list of priorities.

Meanwhile, alternative methods of funding those projects considered as "needed" are being explored in answer to the limited appropriated and nonappropriated resources. One such method is to use commercial loans for construction of income-producing facilities such as bowling alleys and open messes. At least one such loan has been obtained at seven per cent interest, repayable in approximately 10 years. As indicated by the budget report, funding through commercial sources may have considerable merit.

In the area of outdoor recreation, the success of the Navy Recreation Center at Solomons, Md., has prompted plans for similar facilities to be built using nonappropriated funding, and by construction accomplished by SeaBee and self-help volunteers. Planned facilities will be located in areas with large Navy population concentrations and will be designed with activities that feature convenient, inexpensive group and individual outdoor recreation. This type of recreation could be camping, fishing, picnicking and so forth (See "A Guide To A Good Time" in this issue of ALL HANDS).

Insurance Program

EACH PATRON of a Bureau-supported mess and Special Services recreation program should realize that the BuPers Central Recreation and Mess Funds bear the entire cost—about $800,000 in FY72—of a worldwide composite insurance program. This program includes risk property coverage; workmen's compensation coverage; comprehensive general and auto liability coverage; and auto physical damage coverage for Special Services and messes vehicles. It also covers losses due to crime.

Settlements during FY72 covered one recreation facility's fire loss of more than $100,000 at a naval station overseas, and large fire and hurricane losses to recreation and mess facilities at several naval air stations in the U. S.

The Central Fund also finances a comprehensive group insurance program for mess and recreation employees. These policies offer substantial insurance coverage to mess and recreation employees—some 27,000—at very favorable rates; costs for FY72 were $656,000.

In addition, a group retirement annuity plan provides financial security for employees when they retire. The annual premium last year was about $840,000.

Navy Air Charter Program

THE NAVY AIR CHARTER PROGRAM, in operation since Christmas 1970, was initiated by Z-Gram 6, and has played a major part in keeping to a minimum extended family separations within the Navy. The success of the program is indicated by the fact that 5500 active duty members and dependents participated in more than 20 low-cost charter flights during FY72. As a result, it has been designated one of the 21 programs having the highest impact on the retention of Navymen and women.

Under a new Civil Aeronautics Board regulation, which became effective in October 1972, all active duty Navymen stationed or deployed overseas, and their immediate families, will remain eligible for these charters. In view of this, the Charter Program should continue to operate successfully and accomplish its mission. The Navy Air Charter Program is not subsidized with nonappropriated funds. However, it is administered within the Special Services Division of BuPers.

Another low-cost air travel opportunity was introduced earlier by regularly scheduled international airlines. These reduced military fares allow individuals or small groups to travel independently at rates almost comparable to charter flight rates. And, because regularly scheduled flights are used, travel plans can be made on relatively short notice, whether they are for an individual or for a planeload of 250 passengers. This aspect made the reduced fares very popular, recently, in the Western Pacific area where operational commitments did not allow the lead time necessary to arrange a charter flight (more information on the reduced military fares is provided in BuPers Notice 4630 of 28 Jul 1972, or is available from the air charter coordinator in the Bureau: Pers-S2, Navy Department, Washington, D. C. 20370).

As one can judge, the Navy's recreation funding programs is big business. And, it's a complex business where, more often than not, demands against it are more than its limited resources are capable of producing, despite the million-dollar budget figures. Efforts continue to insure that each Navyman and Navywoman gets his or her money's worth as Special Services throughout the Navy works toward providing a well-rounded morale, welfare and recreation program second to none.

—JOC Marc Whetstone, USN

From pushball to the Marlinspike Olympics

NAVY SPORTS

AMONG A LOT OF THE ANCIENT TRIBES, the new year didn't begin on the first of January—if there had been such a thing as the first of January. After all, that was the middle of winter. It was cold and dead, and there was certainly very little that was new about it.

No, the new year to them began around April—possibly 15 April. The weather was turning warm, the nighttime constellations were changing, and the crops were about to be planted. For the hunters who may have been physically idle for the past few months, spring signaled a new year of activity.

A lot of people in Twentieth Century America have unwittingly returned to the customs of the ancients. Although they still observe the first of January as the beginning of the new calendar year—with resolutions and football games—the new year really hasn't started until the first umpire of the first game yells, "Play ball!"

With that message, Americans take to the diamonds, tennis courts, swimming pools, lakes, campsites, and to any area which can be called a recreational site. These peculiarly American rites of spring are symptomatic of a national obsession with sports—Americans running, hitting, diving, sweating, and loving every minute of it.

THE NAVY, of course, is no exception. Navy men and women have a fine tradition of sports activity, and that tradition will be carried on this year just as it was last year—which is one of the things we want to talk about—what happened in Navy sports last year. We don't have all the information about all the competitions that were held on each of the ships last year, but we think we can give you a pretty good idea of what was happening.

But before we get into all of that, let's say a word or two about what is coming up in 1973 in Navy sports. First of all, the Atlantic Fleet Council met last fall and scheduled sports competitions for a number of different activities this year. Those competitions are:

Bowling, 7-11 May, Mayport, Fla.; Tennis, 23-27 Jul, Mayport, Fla.; Golf, 6-10 Aug, Norfolk, Va.; Soft-

NAVY SPORTS

ball (Fast Pitch) and Softball (Slow Pitch), 13-17 Aug, Norfolk, Va.; Sailing 13-17 Aug, Jacksonville, Fla.; and touch football, 5-9 Nov, Norfolk, Va.

That's just an indication of what is going on in the Fleet. Competitions range from those within each base or unit, to Navywide championships. Practically every sport imaginable is represented. Even chess (which champion Bobby Fischer says takes the training and physical prowess of an athlete) is growing in popularity and some commands are authorizing tournaments.

All this is to say that there is some kind of sports program in your area. If you're interested, check with your Special Services office, find out what's going on, and join in; you may lose a few of those winter pounds and may even gain an award.

A GOOD EXAMPLE of what can happen can be found with last year's winners of the Atlantic Fleet competitions. Each winning player had to go through competitions at his base and then through one of a series of regional meets. The championship events pitted the winners from eight geographical areas of the Fleet, including Norfolk (and Bermuda), Newport (New England and Keflavik), Charleston, Mayport, Jacksonville, Key West, Caribbean, and Fleet Marine Force, Atlantic.

In the handball meet held at Norfolk, Lieutenant Commander Aimo Hill, from HS-3, Quonset Point, R. I,. smashed and chopped his way over a number of opponents, including runner-up Major Jack Smallman,

USMC, of the Second Marine Division, to take the single's championship. LCDR Hill then teamed up with Seaman Boatswain's Mate William Farber, a crewman on uss *Paul* (DE 1080), to win the fleet's doubles title. Representing the Newport area, LCDR Hill and SN Farbert beat out the team from FMFLANT, made up of MAJ Smallman and Colonel Robert J. Lahr, also of the 2nd Marine division.

Naval Station Charleston was host for the basketball championships, which this year saw the team from uss *Forrestal* (CVA 59) down a number of opponents and, finally, meet the Newport area representative, uss *William R. Rush* (DD 714), for first place. *Forrestal* was the Norfolk area representative.

uss *Puget Sound* (AD 38) was named the Atlantic Fleet's bowling champ when the final pins were felled at the meet in Newport, R. I. *Puget Sound* represented the Newport area, while runner-up Attack Squadron 66 came from Jacksonville.

TENNIS IS A SPORT growing in popularity, and the last championship matches drew a large number of players. The singles' championships in the Atlantic Fleet—hosted by the naval station at Newport—came down to a set between Personnelman 3rd Class Doron Green, a member of the Antarctic Support Activity, and Ensign Tom Almy, from uss *Sellers* (DDG 11). PN3 Green, the host's representative, won over ENS Almy, who represented Charleston.

PN3 Green then linked up with Lieutenant Mike Donilon, of ComCruDesFlot 2 to take the doubles' title from the Norfolk area team made up of Lieutenant (jg) Brian Adkins, of uss *L. Y. Spear* (AS 36), and Fire Control Technician Rich Durham, of uss *Josephus Daniels* (DLG 27).

The senior singles' championship matched Rear Admiral Wentworth, ComCruDesFlot 2, against Captain Harry Caldwell, ComFleTraGrp, with RADM Wentworth emerging as the winner.

THERE ARE TWO VERSIONS of softball in the Fleet and consequently two winning teams. In the fast pitch division, the Norfolk team from Headquarters & Service Battalion, FMF Atlantic, took on the team from uss *Yellowstone* (AD 27) and beat them for the title at Norfolk. The slow pitch champions are the team from uss *Francis Marion* (LPA 249). Acting as the Norfolk representative, *Francis Marion* beat runner-up uss *Robert H. McCard* (DD 822) on the diamonds of the naval station at Charleston.

The sailing competition took place in Norfolk and saw that area's representative, Underwater Demolition Team 21, take the title away from the team from Jacksonville-based Weather Reconnaissance Squadron 4. In the touch football division also held at Norfolk, again the Norfolk team, uss *Guam* (LPH 9), blocked, kicked, ran, and puffed its way past the runner-up team from Key West, uss *Howard W. Gilmore* (AS 16).

THESE REPRESENT some of the traditional meets which were held throughout the Navy. A peculiarly Navy competition—held in honor of 1972 and the Olympics last year—was the Marlinspike Olympics conducted on board uss *Seattle* (AOE 3) in Athens, Greece. (See the story on the following pages.)

Another winner this past year was the Naval Academy Prep School, which walked—or rather ran—off with the Little Army-Navy Sports Trophy. This is the reward of the annual competition between NAPS and the Military Academy Prep School at Ft. Belvoir, Va. NAPS was the winner in football, la crosse, wrestling, cross-country and basketball titles. The school is now looking forward to defending its many titles throughout the remainder of this academic year.

A COUPLE OF THE MORE NOTABLE EVENTS in this series occurred in one day towards the end of the '72 sports year, when the Navy took both the football

MARLINSPIKE OLYMPICS

Promises to be an Annual Affair

THE FIRST MARLINSPIKE OLYMPICS, held last year by Sixth Fleet ships of Task Group 60.2, was a resounding success. Because such an event promises to become a regular affair and can be organized at a local level wherever a group of ships are operating, the events of last year's tournament, which was inspired during the international Olympics year, are recorded for those interested in a repeat performance.

The commanding officer of USS *Seattle* tasked the ship's first lieutenant with the responsibility of creating a get-together that would not only be a fun affair but would also familiarize Task Group deck personnel with the replenishment equipment of a modern service force ship and give them an opportunity to improve their professional knowledge.

SHIPS COMPETING were *Seattle*, *John F. Kennedy*, *Little Rock*, *Robert A. Owens*, *Yarnell* and *Leary*. The competition was especially designed for men in the boatswain's mate rating. The ground rules were established and passed on to the prospective teams one week before the actual competition. The events chosen were those which would demonstrate individual skills rather than emphasize teamwork or group skills. Chosen were the Bolo Throw, the Heaving Line Throw, Knot Tying, Line Splicing, Monkey Fist Making, Lead Line Heaving, and Turk's Head Making. The objectives of each event were as follows:

- *Distance* (for the bolo throw and lead line heave),

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and cross-country trophies away from the Military Academy Prep School. Bruce Lambert of the NAPS cross-country team chopped away at the 3.5-mile Bainbridge course record by 36 seconds to cross the finish line first in 17 minutes, 48 seconds. Lambert earlier had set the old mark of 18:24 in a scrimmage against Del Castle High School. George Barton, who finished second, also broke the old record with this 18-minute time. NAPS competitors also finished fourth, fifth and seventh.

In the football game which followed the cross-country meet, NAPS overcame a 7-0 second quarter lead to win 14-7. The first Navy score came in the second quarter after safety Dave Lococo blocked a punt on the five-yard line. NAPS stalled for three downs, but then quarterback Bob Holman completed a touchdown pass to flanker Don Ashby on fourth and 2, and the extra point was added to match Ft. Belvoir's earlier score.

Neither team scored in the third quarter, but in the final period NAPS mounted an 85-yard drive which climaxed in fullback Jim Surch's lunging score from the one-foot line. Another extra point made it 14-7, but the game was far from over. Ft. Belvoir quickly drove down field and was only a foot away from scoring on fourth down and with six seconds remaining. On the hike, the MAPS player carried the ball for a score, but the referee ruled that he did not have full possession of the ball, which was fumbled out of the end zone.

NAVY TEAMS don't just compete between themselves and other service teams, though. Sometimes they *accuracy* (for the heaving line throw), and *speed* (for all the others).

In all events contestants were subject to disqualification if they could not answer correctly the verbal test or violated standard Navy safety precautions and procedures while competing. Each ship could have five contestants for each event.

Guinness' Book of World Records may not record the marks set as world records but they were respectable just the same. Seaman Edgar Croon's making of a turk's head in 15 seconds was the fastest ever seen by many of the "old salts" present. BMSN William Cook's knot-tying performance, tying the six difficult knots in 48 seconds, seemed lightning fast and was enough for first place, but was disappointing to him because of his 30 and 39 seconds' warm-up times. BMSN Larry Dunbar's bolo throw of 250 feet was limited by the amount of line provided. If more line had been available Seaman Dunbar may have thrown the bolo an additional 20 or 30 feet.

THE MARLINSPIKE OLYMPIC scoring was based on five points for 1st, three points for 2nd, one point for 3rd. The final standing showed *Seattle* the winner with 27 points, *Little Rock* next with 25 points, *Kennedy* 18 points, *Yarnell* one point and *Leary* one point. The most outstanding individual was BM1 Stephens of *John F. Kennedy*.

A filet mignon cookout was then held on the flight deck after the final event with the presentation of the awards by the Task Group 60.2 commander. Both spectators and participants observed the skills of the men they work with and everyone had a heck of a time. A second annual Marlinspike Olympics was scheduled again for this year but reports had not yet been received when ALL HANDS went to press.

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take on the locals, such as the big sports happening in Holy Loch, Scotland, when some 80 Navymen and Marines competed for a week against local teams from various organizations.

In basketball—a native American sport—a game was held between the Navy and Jordonhill College of Glasgow, with the Navy the winner, 92-63. The Navy fared worse in the other events, however.

In the tug-of-war event, four teams entered—two from organizations in the local area, one from the submarine squadron, and the fourth from a small town in northern Scotland named Denny. Calling themselves the Denny Boys, the team is the reigning Highland champion and hasn't lost a tug-of-war match in seven years. The Navy team had already met the Denny Boys on two other occasions earlier in the year and lost, and this time was no exception to the rule. The sailors struggled and grunted and groaned, but they couldn't outpull the strong rugged Scots. Second place was the best Navy could do.

Conditioning proved to be the deciding factor in the track and field events. With only a month to train, the Americans held their own in the short races, but with the longer runs, there was really no contest. The Scot team was composed of local athletes except for Lachie Stewart, Britain's Olympic representative at Munich in the 5000-meter run. The final score was Greenock Select (All-Stars) 68, U. S. Navy/Marines 28.

ON THE OTHER SIDE OF THE WORLD, the Subic Bay Admirals have been proclaimed the Inter-Service Football champions in the Republic of the Philippines for the second consecutive year. The Admirals finished 6-0 in league play and 8-1 overall. Not only did Subic beat all of their league opponents, but they led the league in almost every statistical department—*including* number of yards penalized and fumbles lost.

Subic's only loss was a 14-0 decision at the hands of the Inter-Service League's All-Star team. The op-

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posing team was made up from members of teams from Clark Air Force Base, and it marked the first time in history that a Clark team had beaten the Admirals.

Football in the Philippines has spawned something of a new sport called pushball. Played by Philippine nationals using an inflated, six-feet high ball, the game is performed as a halftime show during the regular season football games. The game uses a regulation size football field, and each team consists of about 15 players. The oversized ball is placed on the 50-yard line and each team lines up on the 40s. When the referee blows the whistle, players rush the ball and try to push it across the opposition's goal line. One point is scored for crossing the goal line, and if the ball goes between the goal posts after crossing, two points are awarded.

This past year the winner of the Philippines National Pushball Championships was the team from Cubi Point Naval Air Station. It downed the Subic team 3-0 during the halftime of the last Subic Admirals' game of the year.

AGAIN BASKETBALL—the Boston area champ this year is the team from USS *Aeolus* (ARC 3). Finishing the regular season with a 12-1 record, *Aeolus* took on teams from USS *Lexington* (CVT 16) and the Boston Naval Station to capture the tournament crown. Ensign John J. Connolly, team captain, was named the tournament's most valuable player. *Aeolus'* team thus became the Boston Naval Base's representative in the First Naval District Tournament in Bruns-

wick, Maine.

Sports doesn't always mean competitions, of course. Scuba diving is one in which a man or woman doesn't have to compete to win. They just derive a tremendous amount of pleasure from participating. That's being proven true by members of Mobile Construction Battalion 4 at Guantanamo Bay, Cuba.

The men there have been learning about the equipment to use in successful scuba diving, along with the different safety factors involved. For instance, the safety vest is one of the most important pieces of safe diving equipment; it can be immediately inflated by pulling a small cord attached to the vest. In case the diver runs out of air and is too far from the surface to reach it with the remaining air in his lungs, the vest will shotgun him to the surface in a hurry.

One of the greater rewards of scuba diving is the sight of the underwater surface in almost any area of the ocean. Around Guantanamo, there are a variety of coral formations and shells to be found. For example, the shells are usually of the conch species, along with multicolored shells that are buried in the sand or under protruding coral. One of the eminent dangers to watch for is the black sea urchins with sharp spines usually three to six inches long. The barbs are painful but not poisonous.

On land, moving—going fast, feeling the air put pressure on one's face—has a thrill all its own. There's nothing like riding a bike on a long downhill run, or climbing a steep slope, or tooling a car around a high bank turn. It's this kind of thrill that has heightened the place of auto racing and even bike riding in the realm of Navy sports during the past year.

For example, take the scene last fall at the Orange County International Raceway at Irvine, Calif. Running in a two-day event billed as "Drag Racing's Salute to the U. S. Navy," Aircontrolman 2nd Class

NAVY SPORTS

John Stewart shut out all the other entrants and came away with the first place title in a field of drag race enthusiasts representing fleet and shore commands. Cash awards were given to competitors in a variety of events including top fuel dragsters and funny cars.

Seven time trial and four competitive runs down the quarter-mile drag strip were made by AC2 Stewart in his 1971 Plymouth Roadrunner before he finally emerged as the best of the Navy's entrants in this drag race extravaganza, sponsored by the 11th Region of the Navy League. Running under the name of Stewart and Cook, from the Charlon-Simolon auto agency, Stewart's stock car entry was clocked at 13.83 seconds for the quarter-mile run, and hit a top speed of 97.07 miles an hour.

AC2 Stewart nearly missed being able to enter the competition at Irving when the racing motor for his Plymouth Roadrunner blew up two weeks earlier. By the middle of the week before the race, however, he was able to get another engine, which he installed and had running only a day before it was put to the test against other Navy drag race entries.

DRAG RACING EVENTS have been used in other ways by the Navy, especially by Navy recruiters. Early this year Navy recruiters throughout Arizona participated in putting the "Now Navy" image before a total of nearly 40,000 persons at the American Hot Rod Association's Winter Nationals '73 drag race at the Beeline Dragway near Phoenix. The four-day race drew some 800 entries and a series of public appearances by recruiters at the event.

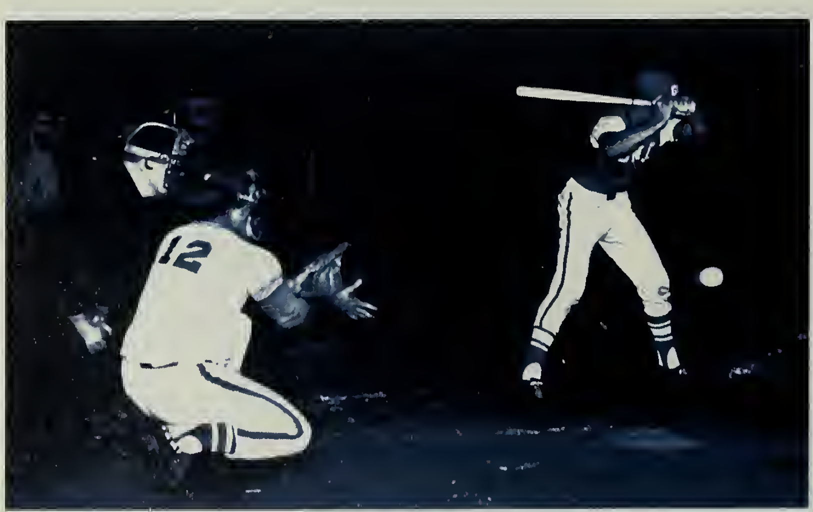
The National Hot Rod Association World Finals in Amarillo, Tex., was another area for the Navy to shine last fall. The Navy information team was on hand to sponsor tours of the racing pits and to answer questions about both drag racing and, of course, the Navy. The Navy even exhibited its recruiting van, a one-time "plain jane" vehicle, restored to active duty as an attractive display for the purpose of getting the attention of young people interested in the Navy.

At the local command level, motor vehicles are becoming an increasingly large concern of the special service officers. For instance, the Navy cycle club at Davisville and Quonset Point, R. I., has established a mini-bike program for all military dependents 11-15 years old. Using mini-bikes donated by the American Honda Motor Co. as part of the National Youth Project Using Mini-bikes, the program's administrators have been holding classes and demonstrations which emphasize safety and training in the handling of mini-bikes. There is also instruction in maintenance and precision riding techniques.

WE COULDN'T LET THIS GO on without mentioning something about recreational sailing, not that ALL HANDS hasn't already said a lot about it so far (see "Whaleboat Racing" in the May 72 edition; "Sailing" in June 72; "Not So Gently Down the Stream" in Aug 72; "Sailing's Great! But Don't Ooch," Nov 72; and "All-Navy Sailing Title," Jan 73).

The All-Navy sailing champs this year were three men, Seaman Kenneth R. Van Wagnen, Chief Sonar Technician James C. Stechell and Senior Chief Equipment Operator Harry A. Warjonen, all of whom represented the Newport area at the championships in Great Lakes, Ill. Besting the efforts of nine other crews, the Newport team consistently scored well during the 10 competition races held during a three-day period.

The championships began with only two- to four-knot winds, but by the time the series concluded, the winds had picked up and small craft warnings were being hoisted. The three-man crews—all of which had to consist of at least one enlisted man—sailed their 18-foot interlakers with main, jib, and spinnaker sails.



The different boats changed hands among the crews after each of the 10 races.

NAVY SPORTS took on a different look in at least two places this year. Aboard USS *J. F. Kennedy* (CVA 67), a new universal gym set, costing around $2600, was acquired. The set offers a complete line of professional exercise and muscle-building equipment for shipboard use, and it can be used by as many as 14 people at the same time.

The set has a leg press that can easily be adjusted from 50 to 820 pounds, and some of the other features include curling devices, standing and bench presses, a dip bar, biceps and chinning bars, a rowing machine, an abdominal board, and a neck and wrist conditioner. Those little devices will offer men on board *Kennedy* an opportunity to while away those long hours at sea with a little constructive activity.

At Bainbridge, Md., a vacancy occurred and a new gymnasium resulted. Recruit Training Command for Women—affectionately known as "WAVE boot camp" to all the enlisted women in the Navy—moved from Bainbridge to Orlando, Fla., last summer. As a consequence, Drill Hall 101 was selected as the center's new recreational facility.

The new facility boasts of two basketball-badminton courts, two basketball-volleyball courts and new women's and men's dressing rooms complete with saunas and handball courts. A ceramics and hobby shop have also been moved into the building. Another building has been converted to a winter boat shop and storage area for the marina.

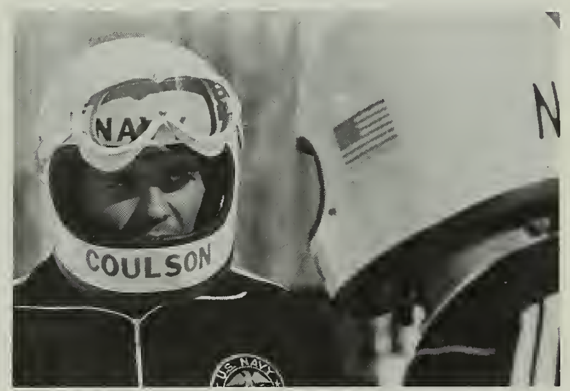
SPORTS IS NO LONGER just an incidental happening with Navy men and women. The number of activities Navy personnel can participate in is larger than ever before. So, if you missed celebrating the First of January—or if all you got from the celebration was a headache—you have another chance this spring to say "Happy New Year!"

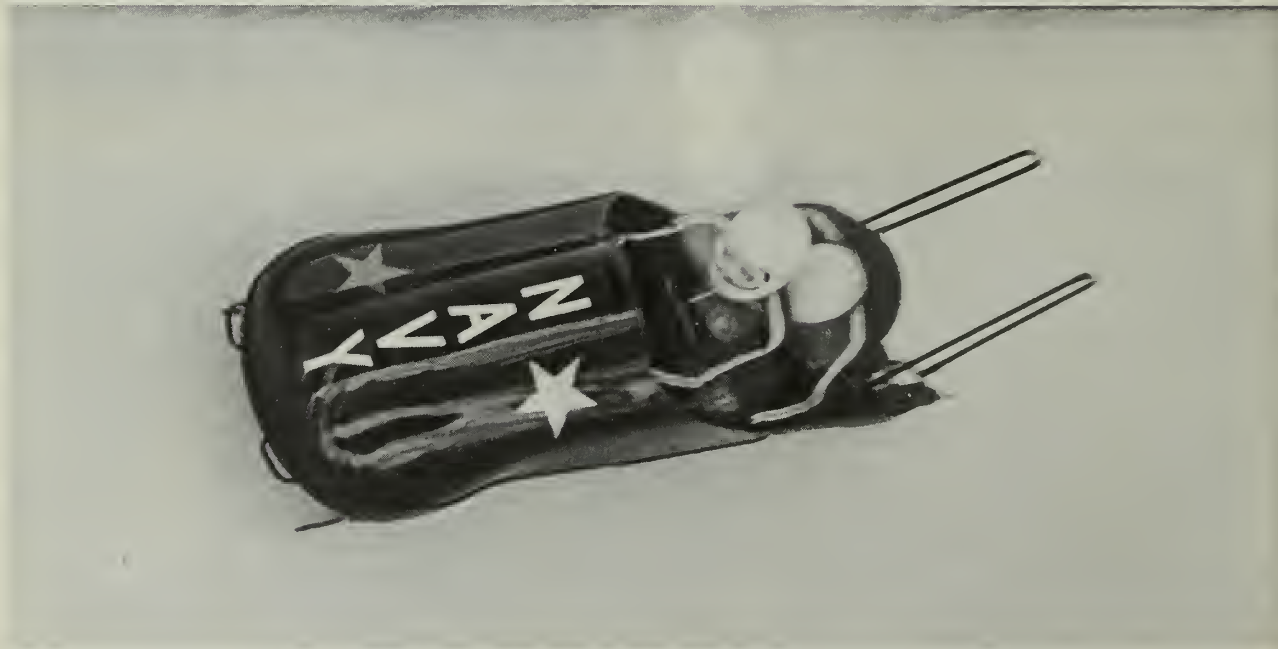
Step outside and see what it's like.

—JO2 Jim Stovall

SNOW FOOLIN'

RACE AGAINST TIME





EVER GO SWISHING DOWN a 16-curve mile, bobsled track at speeds up to 90 miles an hour and complete a four-heat run in four minutes, 39.28 seconds? That's what the U. S. Navy's two-man bobsled team did this past winter to win first place in the 1973 North American Championships held at Lake Placid, N. Y.

Lieutenant Commander Paul E. Lamey, driver-team captain; and Aviation Machinist's Mate 1st Class Robert W. Huscher, brakeman, made up the team which averaged almost 60 miles per hour down Mount Van Hovenburg, to capture a coveted gold medal for a sixth consecutive year.

The following day in February, the four-man bobsled team finished third, with a respectable time of 4:27.9, winning a bronze medal. In addition to LCDR Lamey and ADR1 Huscher, this team was made up of Torpedoman's Mate 2nd Class William L. Coulson and Hull Maintenance Technician 2nd Class Dennis G. Sprenkle.

THESE TWO VICTORIES for the Navy bobsledders were a real boost, following, a rather slow start. Until the Lake Placid championships, the Navymen had only two wins to their credit for the season—third place in the two-man OEO Interclub Race, and first place in the four-man AAU Interclub Race, both held the previous month. Setting a new record, these most recent victories may qualify the four Navy bobsledders to represent the United States in the 1974 World Championships at St. Moritz, Switzerland.

Five men compose the Navy bobsled team, headed by the 33-year-old Lamey. In addition to ADR1 Huscher, TM2 Coulson, and HT2 Sprenkle, the team also carries Radioman 3rd Class William E. Renton on the roster. Of these, only Huscher has been with the Navy team since it was organized in 1963.

In any competitive sport involving more than one man, winning requires teamwork and the bobsledders are no exception to this rule. They race the clock and must make all the skill and precision they possess count. With arms held in tight to the body and heads kept down low to break wind resistance, these "men on runners" whip down the curved track at exhilarating speeds, meeting the challenge of a race against time.

—JO1 Ken Tertorff

SAFETY

COURSE
FOR MOTORCYCLISTS

CYCLING—in the public's mind—once was confined to those guys with the "Hell's Angels" look—the long, slick hair, greasy mustache or beard, and black leather jacket. But cycling has become a legitimate sport in the minds of many, and more and more people are participating.

And that's why the security department at NAS North Island, Calif., has begun a motorcycle safety course. It's turned out to be a popular course.

Organized in early January by Senior Chief Engineman Tom Gravelle, the course is designed to provide classroom as well as practical instruction in safe operation of motorcycles. The course originated as a result of several directives which expressed a concern for the increase of motorcycle accidents involving Navy people. The program is scheduled to run indefinitely.

The seven-hour course begins with four hours of classroom instruction which includes discussion of California state laws and base regulations dealing with motorcycles. Classroom instruction includes movies which give important information on various aspects of motorcycle operation such as freeway and city driving, and maintenance of the machine.

After a lunch break, comes practical instruction in which the participants run their motorcycles through special courses that require deft handling and balance to get through the tight turns of the pylons. Panic stops in which the rider performs a sudden stop with just the rear brake and then with both brakes are part of this segment. These stops are done at 15 and 25 m.p.h. in order to give the driver the feel of handling his cycle in an emergency.

Left: Safety course participants line up to await their turn on the pylon course. Below: Cyclists drive their cycles at the slowest possible speed without stalling or losing their balance. Right: The instructors use a safety checklist to ensure the cycle meets all requirements set down in the course.

AS THE RIDER SOON DISCOVERS, a sudden stop from 25 m.p.h. with only the rear wheel locked results in a very unstable slide. With a little practice, it can be easily controlled.

The last event of the afternoon is a real motorcycle race, only this one is called a slow race. The motorcycles line up at the beginning of the 100-yard track, but at the word "go" no engines scream. Instead clutches are released slowly while the engines remain at almost an idle. The last one to cross the finish line —without touching the ground with his feet—is the winner.

—Story by SN Tom Johnson,
Photos by PO1 C. J. Markowski

- NAVY'S OVERSEAS HOMEPORTING CONCEPT

The Navy's overseas homeporting concept is vitally important in two overriding areas of concern: the ability of the Navy to meet national commitments with reduced force levels and the reduction of family separation time. (Note: for a descriptive article on Navy overseas homeports, see page 2 of this issue.) With regard to reduced force levels, the high tempo of operations for the past 10 years, the advanced age of many of our ships and a reduced building program have seen many ships retired from service without a one-for-one replacement.

With the end of the draft and adoption of the All Volunteer Force, the Navy is faced with a greater challenge than ever before to retain high-quality people on board while recruiting others to take up Navy careers. Several alternatives to meet these two challenges exist. The Navy could:

- Continue present rotational type deployments. This would only prolong and aggravate an already unsatisfactory situation. Overlong overseas deployments, creating long family separations, have been cited as a critical factor in poor retention and recruitment figures.
- Reduced commitments. Not really a viable alternative in view of the Nixon Doctrine which calls for this country to keep all its treaty commitments.
- Multiple manning of ships with more than one crew. Although successful in the Polaris Program with long on-station time and small crews, this would be an extremely costly program to meet surface operational needs.
- Overseas Homeporting. This alternative provides several answers to the basic problems. By deploying a ship, its personnel and their dependents to a location where ships have rotationally deployed before, the following positive results accrue:

1. Ship-based personnel have more homeport time to spend with their families.
2. The long, unproductive ocean transits for deploying units are eliminated.
3. Fewer ships are required to meet the level of commitments required by national policy.
4. CONUS-based ships also gain more homeport time because they no longer must deploy as often as before.

In overseas homeporting areas already established sufficient data has not yet been collected to prove higher reenlistment rates; however, early indicators show a rising trend on retention. It is hoped that this trend will continue as more overseas home ports are established.

In summary, the overseas homeporting program provides increased time for personnel to spend with their families, reduces the number of required ship deployments, increases homeport time for CONUS-based ships, increases retention among both officer and enlisted, first term and career, and permits the Navy to meet all its international commitments with fewer ships and at a lower overall price tag when cost is considered in the context of all program benefits. Overseas homeporting, then, offers the Navyman, married or single, the unique opportunity to share in the culture of another land, enjoy his family in that surrounding, and at the same time, contribute his particular skills to getting the job done where it needs to be done.

YEAR-END FIGURES ON SIZE OF ACTIVE DUTY ARMED FORCES

The Navy's personnel strength was reduced last year by almost 18,500 men and women, according to Department of Defense figures. There were 600,447 Regular Navy and Reserve personnel on continuous active duty, including midshipmen at the Naval Academy on 31 Dec 71. That figure was down to 581,874 by 31 Dec 72. At that same time there were approximately 2.3 million persons serving on active duty in all the services, a drop of more than 172,000 from the end of 1971.

SEVERAL RATINGS ADDED TO VRB ELIGIBILITY LIST

Fifteen new ratings will be added to the Variable Reenlistment Bonus (VRB) eligibility list as of 1 Jul 73. They -- along with their multiples - include: Engineering Aid (EA), 4; Builder (BU), Construction Electrician (CE), Journalist (JO), and Utilitiesman (UT), 3; Illustrator Draftsman (DM), Molder (ML), Steelworker (SW), 2; Aviation Boatswain's Mate (Fuels) (ABF), Aviation Machinist's Mate (Jet Engine Mechanic) (ADJ), Boatswain's Mate (BM), Dental Technician (DT), Legalman (LN), Personnelman (PN), and Yeoman (YN),1.

In other changes to the VRB list, Aerographer's Mate (AG) has been upgraded to a multiple of 3; Electrician's Mate (EM), Engineman (EN), and Fire Control Technician (Gun Fire Control) (FTG) downgraded to 3 (nuclear propulsion plant operator NECs within EM and EN ratings will remain at 4); Aviation Support Equipment Technician (AS), Aviation Antisubmarine Warfare Technician (AX), Communications Technician "A" Branch (CTA) and Tradevman (TD) downgraded to 2; and Gunner's Mate (Missiles) (GMM), and Hospital Corpsmen (HM), downgraded to 1.

The following ratings will be deleted from the VRB eligibility list: Aviation Structural Mechanic (Safety Equipment) (AME), Aviation Structural Mechanic (Structures) (AMS), Communications Technician "R" Branch (CTR), and Missile Technician (MT).

NAVY PRINT, BROADCAST MEDIA AWARD WINNERS ANNOUNCED

Three Navy commands have been named winners in the 1973 Thomas Jefferson Awards contest for excellence in service print and broadcast media productions. Each took first place in one of the 10 categories judged in the annual competition. The winners are "Cruiser-Destroyerman," the magazine for the Cruiser-Destroyer Force, Atlantic; "A Proud Tradition," a special radio program produced by Headquarters Support Activity, Taipei, Taiwan; and "The Coral Scene," the 1972 WestPac cruise book of USS Coral Sea (CVA 43).

SAILORS OF THE YEAR SELECTION IN PROGRESS

Three enlisted members of the Navy, E-4 through E-6, will soon be selected as the Navy's Sailors of the Year. The awards will be given to representatives of three areas: the Atlantic Fleet, the Pacific Fleet, and shore duty sailors worldwide. These sailors will receive meritorious promotion to the next higher pay grade (providing minimum time in rate and length of service requirements are fulfilled), a trip with their dependents to Washington for ceremonies with the Chief of Naval Operations, and five days of rest and relaxation at a CONUS location. The Shore Establishment Sailor of the Year may choose a year's duty as assistant to either the Master Chief Petty Officer of the Navy or the Master Chief Petty Officer of the Naval Training Command. Atlantic and Pacific Fleet selectees may have an optional choice of duty as Assistant to the respective Master Chief Petty Officer of the Fleet.

● ADVANCED PHOTO TRAINING COURSE OFFERED

A 10-week course in "Quality Control of the Photographic Product" at the Rochester Institute of Technology will be offered this June to certain qualified photographer's mates. To qualify, a photographer must be a chief with less than 15 years of service, a PH1 with no more than 12 years, or a PH2 or PH3 who is career-designated and has less than 10 years of service. Other requirements include graduation from PH"B" school, 24 months of obligated service, GCT/ARI score of 110, a high school diploma or equivalent, and a command recommendation. Graduates of the course will be assigned NEC 8126 (Photographic Quality Controlman).

● CHANGES MADE IN NEC IDENTIFICATION CODES

A more practical method of initial coding of non-identified strikers has been established. The Navy has announced that rating entry Navy Enlisted Classification (NEC) codes will be disestablished as of 1 Jul 73 and replaced with the Occupational Area - Defense Group (OA-DG) NEC codes. These new codes are described in the Manual of Navy Enlisted Classifications, NavPers 15105-X. The new NECs categorize ratings into occupational groups and will identify personnel in support of ratings with more flexibility. The OA-DG NEC codes will appear as primary NECs for nonidentified strikers, and their removal will occur only when persons are identified as strikers or advanced to E-4.

● NMCB-1 RECEIVES 1972 PELTIER AWARD

Naval Mobile Construction Battalion One, homeported at the Seabee Center in Davisville, R. I., has been selected to receive the 1972 Peltier Award. The award is given annually in the form of a plaque to a naval mobile construction battalion for its sustained superior professional proficiency. NMCB-1 was selected from among 10 battalions in both the Atlantic and Pacific Fleets.

● CERTAIN MEDICAL AND HEALTH CARE NOT APPROVED BY CHAMPUS

Acupuncture, infra-code and colonic irrigations are medical techniques which will not be paid for by CHAMPUS reimbursements, according to current CHAMPUS regulations. Not enough research into these methods has been conducted yet to determine their worth and full effects. Beneficiaries of CHAMPUS are urged to consult with their Health Benefit Counselors before seeking health care. For more information, see the "Rights and Benefits" issue of ALL HANDS.

- 'NATURAL CHILDBIRTH' METHOD NOW USED IN SOME FACILITIES

Because the "natural childbirth" method of delivery is now being used upon request at some military medical facilities, Nonavailability Statements (DD Form 1251) will no longer be routinely issued to expectant mothers wishing to use civilian facilities for this method. CHAMPUS officials say that a decision to issue a Nonavailability Statement will be based on the actual nonavailability of the natural childbirth method in the uniformed service facility issuing the statement.

Also CHAMPUS officials say that only dependents of active duty personnel living with their sponsor within 30 miles of a uniformed services hospital must obtain a Nonavailability Statement before receiving inpatient care under CHAMPUS.

- TENTATIVE FROCKING PROGRAM FOR CPO SELECTEES

A pilot frocking program has been established for 1st class petty officers selected for advancement to CPO as a result of the August 1972 advancement examination, but whose advancements have been delayed by the Navy's recent cost avoidance actions. Frocking means authorization to wear the uniform and use most of the privileges of the higher paygrade without increased pay and allowances.

- "AN ISLAND NATION," CNO SITREP #7, NOW BEING DISTRIBUTED

A new sitrep film from the Chief of Naval Operations entitled "An Island Nation" is now being distributed throughout the Fleet. The film summarizes the growing challenges to American seapower and discusses the principal elements of the Navy's mission--stragetic deterrence, sea control, projection of power and overseas presence. The 21-minute film also looks into some of the Navy's future roles. Commanding officers have been asked to give the film wide showing among both military and civilian personnel. Activities experiencing difficulty in obtaining prints should contact their district or Fleet public affairs office.

- FORM OF ADDRESS FOR PETTY OFFICERS AND CPOs CHANGED

A simple change in the form of addressing petty officers has been put into effect, in order to give appropriate recognition of their positions of leadership. Instead of the old form of addressing them by their last names only, now they should be addressed (in informal oral communications) by both their rating category and name, for example, "Petty Officer Brown." This applies to persons in the E-4 to E-6 paygrades.

E-7s will continue to be addressed as "Chief." A master or senior chief petty officer should now be called exactly what he is: "Master Chief Jones" or "Senior Chief Smith." Like the change with the petty officers, this new form of address should become a traditional part of informal Navy address. The practice of addressing those in paygrades E-3 and below (seaman, fireman, etc.) by their last names only in informal communications will also continue. This change was put into effect by BuPers Notice 1000 of 2 Apr 1973.

from the desk of the Master Chief Petty Officer of the Navy

"Better Than Ever"

MCPON JOHN D. WHITTET

Ask a sailor what he doesn't like about the Navy. Chances are, his remarks will be centered around long tours at sea with accompanying family separation and perhaps a number of different things that relate to job satisfaction: assignment, classification, habitability, educational opportunity, etc.

The Navy always has been and always will be a sea going outfit. Navymen will continue to go down to the sea in ships. Nevertheless, in recent years, the policies governing our ships at sea and the assignment of Navymen to them have changed dramatically. Sea and shore rotation patterns are improving steadily. Most ratings have already established a maximum three year sea tour; and as manning and training continue to improve, our goal is eventually, all ratings will be able to operate on a three year sea/shore rotation plan. To help overcome long periods of family separation, we have homeported 47 ships, to date, in various overseas ports, including Greece, Italy, the Philippines, Japan, Scotland, Spain, Bahrain, Guam and Hawaii. Families of eligible crewmen are able to accompany them to overseas locations, significantly reducing the hardship of family separation and adding a measure of zest and excitement for the whole family. The plan also reduces the deployment load on our CONUS based ships, thus providing for even fewer and shorter periods of family separation.

Other actions taken in recent years include in port six-section shipboard watches for many ratings. Upon returning from extended deployment, many of our ships are going "cold iron." This allows more leave and liberty for all ratings. Ships returning from long deployments have been able, for the most part, to enjoy a 30 day stand-down from operations and upkeep. Moreover, some crew members, about 10%, are now allowed to take annual leave or an early return to CONUS, thereby enabling them to report aboard their ship when it arrives and relieve their shipmates.

Another recent development is the establishment of Fleet Maintenance Assistance Groups. FMAG's, as they are called, are a shore based contingent of ratings in major homeports like Norfolk, Charleston, Mayport, Long Beach and San Diego, whose mission is to carry out maintenance and assist the crews of returning ships. Some 1360 billets have been assigned to FMAG's and an additional 5500 billets are slated for assignment during fiscal year 1974, which begins this coming July. FMAG's are especially significant because they are improving the material readiness of our ships and providing thousands of meaningful shore duty billets for deprived ratings.

Obviously, there are other causes for dissatisfaction within our Navy besides "too much" sea duty.

To achieve greater efficiency and objectivity in classification assignments, a computer system named COMPASS (computer assignment) is utilized for the assignment of recruits. Based on information and recommendations provided by the three training centers, the program makes the final decision to select a recruit for class "A" school training or assignment to general detail for on the job training. This program assures each recruit of an impartial selection based on recruiting guarantees, individual preferences and qualifications, while also considering the needs of the Navy such as class size limitations and economical assignments.

Another example of greater efficiency and objectivity is the much talked about centralized detailing program which greatly simplifies the billet assignment process and makes "the system" more responsive to your wants and needs. These achievements do not mean that you always get what you want but they do mean that the Navy is trying harder to place you in the rating and duty location of your choice.

In recent years, the Navy has received a larger proportion of family housing money. Millions of dollars are being spent to build new spaces and modernize existing units. Since 1968, the Navy has either built or is planning to build 16,202 new family housing units at 41 different activities. Adjust this figure for the number of substandard units taken out of inventory and units turned over to other services, and the result is still a net gain of 8,000 new adequate housing units Navywide. Shipboard habitability is also improving as new ships are constructed and the habitability of older vessels is upgraded by contract or through self-help projects.

Progress made in the area of Bachelor Enlisted Quarters is similarly impressive. In 1971, for example, the Navy had a deficiency of some 93,000 adequate Bachelor Enlisted Quarters (BEQ) spaces. Monies appropriated by the Congress for fiscal years 71, 72, 73, and the Navy planned program for fiscal year 1974 will reduce this deficit by about 50%. Congress appropriated a total of $133 million for new construction of BEQ/BOQ spaces in the fiscal years 1972 and 1973. To improve management and living conditions in Navy Bachelor Enlisted Quarters, the Chief of Naval Operations has approved the recommendations of a detailed and extensive three-month BEQ management improvement study which will provide better management of quarters and increased employment potential for senior petty officers who attend and receive specialized training in BEQ management at a school scheduled to be established at Memphis, Tenn., about 30 July, 1973.

To provide for additional educational opportunity, the ADCOP program has been expanded. This year alone, some 2600 Navymen and Navywomen, out of 3400 applicants, were selected to work for an associate degree at the Navy's expense. NESEP offers the opportunity for a degree and a commission; while a pilot BA program takes the top ADCOP performers and offers them a chance to continue their education. The BOOST program is now open to all qualified sailors and the Navy is even allowing members to compete for scholarships and seek fellowships or grants for scientific, literary or educational purposes. All of these programs are in addition to the traditional opportunities of becoming a Midshipman at the Naval Academy or attending OCS.

In response to other complaints, the Navy has established a meritorious advancement system, new grooming standards, new uniforms, an ombudsman program and many, many more. The impact of a tight budget has hit hard in some of these areas; but I am confident that the impact is only temporary. The promotion cycle will be restarted no later than June and we are looking forward to some relief in the PCS (permanent change of station) account.

As I am writing, CNO Sitrep #8 is being filmed and will be released sometime this summer. It will provide you with a comprehensive, in depth study of the Navy's interest in the retention problem. While the Navy is not for everyone, I think you'll agree with me that the Navy is working harder than ever to make Navy life better than ever!

A QUARTERMASTER IN THE DRIVER'S SEAT

Joseph R. Lyon is a 1st class quartermaster with a first class license that puts him in the driver's seat of a giant aircraft carrier.

He's a conning officer, a title designating him as qualified to order the maneuvering of the 1081-foot carrier USS *Kitty Hawk* (CVA 63) during rendezvous, approaches, and underway replenishments with other ships, even while cruising in the Pacific.

At the time Lyon received his letter of qualification earlier this year, he was believed to be the only enlisted Navyman to have qualified aboard a carrier. Several noncommissioned petty officers have since worked toward achieving similar status in light of Z-Gram 72 in which the Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr., encourages use of enlisted personnel in areas of greater responsibility.

Petty Officer Lyon's becoming a qualified conning officer began when he and some of his shipmates were talking one day about the problems involved in conning the 76,000-ton ship.

"I told them I thought I could do it," he remembers. "I didn't really believe it myself then, but by that time I was sort of committed, so I began studying and got more serious about it. I'm glad I did."

The importance of qualifying in underway conning is reflected in the Navy's practice that no officer may assume command of a ship without having first benefited from the experience of shiphandling.

An approach for an underway replenishment, for example, means taking over the bridge of the ship and ordering all the maneuvers necessary to bring the vessel alongside another ship, as close as 30 yards at a speed of about 12 knots. And once alongside, the position must be held, sometimes for hours.

As a quartermaster, Lyon had stood frequent helmsman watches in his 12 years in the Navy and was already familiar with bridge procedure during maneuvers when he began studying to qualify. Furthermore, his job entails care of charts and navigation equipment.

Nevertheless, the 29-year-old Navyman, who makes his home with his wife, Beatrice, in Ramona, Calif., is quick to point out that he wouldn't be qualified to conn ships of other classes. Although the basics are the same, the handling characteristics change with each ship. Be that as it may, Lyon believes he could qualify on ships of other types besides *Kitty Hawk* after some familiarization.

Kitty Hawk has other people qualifying now to conn the ship during underway periods. Among them are a medical officer, an aerologist and a legal officer.

Questions You've Asked About the

DOD Retirement Proposal

NOW UNDERWAY is a communications program to familiarize naval personnel through briefings and discussions with the full details of the new Department of Defense Retirement proposal. During the preliminary briefings, a number of questions have been raised and many of these are of interest and application to large segments of naval personnel.

The answers have been researched from information available at this time and are provided here for your reference. It is important to remember, however, that the new DOD Retirement proposal is just that—a proposal—and as such is still subject to change during the anticipated lengthy legislative process. This question and answer roundup should enable you to gain more quickly an understanding of the measures of the proposal as they relate to you.

But first, before you start checking these questions and answers, it would be a good idea to refresh your memory on the features of the DOD Retirement proposal as reported in the February 1973 issue of ALL HANDS, pages 34 through 37.

Early Separation Aspects

Q. *Does the officer or enlisted man who separates voluntarily or involuntarily short of 20 years of service have any obligation to the government during the intervening years before he begins to draw his deferred annuity at age 60?*

A. Such an individual has no obligation to the government by virtue of the pending deferred annuity.

Q. *Concerning both voluntary and involuntary separation with less than 20 years of service, will personnel in either category be permitted to affiliate with an inactive Reserve unit upon separation? Assuming they do affiliate, what effect will this have upon their separation payments?*

A. In answer to your first question, personnel in both categories will be permitted to affiliate with an inactive Reserve unit upon separation provided, in the case of enlisted personnel, they have been honorably discharged and are eligible for reenlistment. By policy, officers involuntarily separated for failure of selection twice are permitted to affiliate, but generally are not assigned in a drill-pay status.

As to your second question, assuming the man separated from active service qualifies for retirement pay in the Reserve, provisions of the legislative proposal indicate any lump-sum *equity* pay received would be required to be repaid out of the subsequently earned retired pay. (Lump-sum *readjustment* pay is not recouped.) If a deferred retirement pay at age 60 had been elected at time of separation, the retirement pay earned in the Reserve would be paid instead of the deferred retirement pay.

Q. *Does the retirement legislative package contain the legislative authority to separate members, voluntarily or involuntarily, short of 20 years of service, or does it merely provide for the compensation of those who are separated under other authority?*

A. It merely provides for the compensation of those who are separated under other authority. (Additional legislation will be required for involuntary separations of Regular officers.)

Q. *How does BuPers intend to implement involuntary separations? That is, will any "grandfather" clause protect those with, say, over 18 or over 12 years of service at time of implementation by allowing them to continue until they reach retirement eligibility? In the case of enlisted involuntary separations, will they occur at EAOS or at the convenience of the government?*

A. In the case of *enlisted* involuntary separations, a grandfather clause will be incorporated to protect men once they have attained a given length of service.

The specific year at which this will occur has not been determined. In general, those men with more than 18 years will undoubtedly be protected. Whether or not 12 years would be an appropriate point is much more difficult. When overages have been experienced in the past, due to declining requirements, and advancement stagnation has occurred as a result, the impact has been most severe at the E-6 and E-7 levels and in the year groups over 10. Pending completion of the cost/benefit analyses now being proposed in BuPers, the selection of a specific cutoff year has not yet been decided. Involuntary separations are planned to occur at EAOS for the most part.

In the case of *officer* involuntary separations, a grandfather clause is planned to protect those officers that have attained 18 years of service.

Q. *What constitutes an "involuntory separotee?" Do persons separated far reasans of unsuitobility due to drug obuse, alcoholism, etc., become entitled to equity payments, the readjustment poy or bath af these poys?*

A. The Service Secretary has discretionary authority to withhold equity or readjustment payments. It is not intended for them to be made to persons separated for cause.

Q. *Will the new retirement legislation contain ony retroactivity feoture to cover, for example, those who are separoted from service (voluntarily or involuntorily) just priar to enactment ond thereby lose out an readjustment/equity payments?*

A. No. Members separated or retired prior to enactment of the proposed legislation will be governed entirely by current laws and regulations.

Q. *With voluntory separations provided for under the proposed revision, is it expected thot many of those people who have received VRB and/or Nuclear Cantinuotion Pay will toke the deferred annuity ond the benefits that go with it, and leave the service?*

A. Men who have received VRB and/or Nuclear Continuation Pay assume an additional service obligation upon receipt. This additional obligation in a sense "repays" the Navy for the bonus expenditure. During the period of obligated service, men will not be permitted to leave the service in order to take the deferred annuity except in special cases as currently provided in regulations, in which case normal recoupment policies would be in effect. After the period of obligated service has expired, for which a bonus was paid, the men would be allowed to exercise the same options as those who were not paid bonuses.

Q. *Is there any stated maximum omaunt payable as the sum of reodjustment and cash equity poyments ta the man who is involuntarily seporated ond wha elects the cash settlement?*

A. An officer on active duty at the time the new retirement proposal is enacted, who is subsequently involuntarily separated, may select readjustment pay (maximum $15,000) under the old system, provided he qualifies, or he may elect payment under the new system, which has no maximum.

Q. *Is the one-yeor averaging concept applicable ta the computatian of readjustment pay in the case of an involuntary separation?*

A. No. A member so separated is entitled to a readjustment payment equal to a sum under the following proposed formula: five per cent of the product of 12 times the monthly basic pay to which he was entitled at the time of his discharge/release from active duty, times his years of service (for this determination six months or more counts as a whole year; less than six months is disregarded). Furthermore these same provisions apply to the lump-sum equity payment, if an involuntarily separated member takes the lump-sum rather than the deferred annuity.

Q. *Can the lump-sum election by the person involuntorily separated be deferred?*

A. Yes. He may exercise this option any time before he becomes 60 years of age. The amount of the lump-sum payment shall be increased by the percentage of increase in the consumer price index (CPI) during the interim. Whenever the lump-sum election is made, it is irrevocable.

Q. *Is voluntary seporotion between 10-19 years of service at the discretion af the Service Secretary ar guaranteed by low?*

A. Separation is at discretion of Service Secretary for both officer and enlisted.

Retirement Aspects

Q. *With respect to enlisted persannel, haw is canstructive time occounted for under the new proposal? Thot is, is it included in determining retirement eligibility, or in determining the size of the multiplier, ar both?*

A. The proposed legislation does not disturb in any way the determination of service creditable for retirement or computation of retired pay. Thus, constructive time will continue to apply to these determinations.

Q. *What about constructive time far Medical Corps, Dental Carps ond JAGC? How is this ta be handled?*

A. No change in the manner in which constructive service is handled is contemplated.

Q. *Will enlisted members holding orders to the Fleet Reserve at the time the new law is possed, but who hove nat actually tronsferred to the Fleet Reserve ot that time, retire under the new low ond thus be affected by its provisions?*

A. They will retire under the new law but with essentially no impact due to their nearness to 20 years of service and the saved pay provision. Members already transferred to the Fleet Reserve at the time the law is passed are not affected at all.

Q. *What will be the effect under the proposed new system of the six months or more now counting as a full year for retirement purposes?*

A. Provisions in the law relating to the computation of time for pay or retirement purposes are not affected by the proposed legislation.

Q. *Does the new legislation have any clause clarifying whether a spouse will have a vested interest in retirement pay? For example, in a community property state, will a divorced spouse (presuming the serviceman had been married for five of 20 Navy years) have a vested interest of ½ of ¼ of his retirement?*

A. Generally speaking, a member's spouse has no vested interest in the member's retirement pay, except as provided for under the Survivor Benefits Plan (SBP); the primary purpose of the SBP is to make such a vested interest in behalf of his dependent available to the member. The new legislation does not alter the general situation for most members of the DOD. There may be specific situations, however, where an individual may be ordered by court decree to award a portion of his retirement pay to a divorced spouse.

Q. *Does any provision of the proposed legislation affect the administration of TARs? For example, will TARs be allowed to "go for 30," or be integrated into the Regular force?*

A. The administration of TARs is currently handled by policy and is not codified in law. The legislative proposal does not address the subject of Reserve officers on active duty beyond 20 years' service. Assuming the TAR program will continue to be required, there appears to be no reason to change current policy concerning continuation beyond 20 years due to the provisions contained in the legislative proposal. In addition, current planning for active force management contains provisions for TAR designated Reserve officers in the force mix beyond 12 years of active duty.

Q. *Will the new legislation have any particular detrimental impact upon Warrant/Limited Duty officers?*

A. The DOD retirement proposal has no known detrimental impact peculiar to the Warrant/Limited Duty officer categories.

Social Security Aspects

Q. *If a member elects to begin drawing Social Security at age 62 instead of waiting until age 65, does "offset" (as explained in the February 1973 issue of ALL HANDS) commence at age 62 or age 65? Suppose, on the other hand, a member continued working at age 65 and did not commence drawing Social Security, will his Uniformed Services annuity still be offset at age 65?*

A. The offset commences at age 65 regardless of whether the member begins to draw Social Security before or after age 65.

Q. *In view of the 20-year transition for the reduced annuity, why is the Social Security offset at age 65 calculated on years under the new system over total years served? Providing for an offset in this manner results in different offset amounts for people serving the same number of years after enactment. For example, a member with 15 years of service and a member with 25 years of service, each of whom serves an additional five years after the law is passed, would have a different offset (⅛ offset and 1/12 offset, respectively) upon receiving Social Security at age 65.*

A. The method of transition incorporated in this feature completely preserves a *proportional* application in terms of years served before and after implementation of the new system. The 20-year transition with respect to the reduced annuity represents a slight (and favorable) departure from a purely proportional transition to further minimize the impact of the proposed plan on members already retirement eligible, and thereby not discourage these individuals from striving towards a 30-year career.

Q. *Is the Social Security offset at age 65 applied to the deferred annuity payable to a member commencing at age 60 as a result of voluntary or involuntary separation with less than 20 years of service?*

A. Yes.

Coordination with Survivor Benefits Plan (SBP)

Q. *Will Survivor Benefits contributions/benefits be based on the reduced annuity/early retirement pay or on the retired pay received as of the 30th anniversary (assuming a member retires with less than 30 years of service and is a participant in the SBP)?*

A. Assuming a member is enrolled in the SBP at the maximum amount (for example, using his total retired pay as the designated "base amount"), benefits paid to his survivors would be based upon his retired pay at time of death. Accordingly, both contributions and potential benefits would "step up" at the 30-year point for such members retiring with less than 30 years of service. A member enrolled in the SBP at *less* than the maximum amount would be unaffected by a step up at the 30-year point.

Q. *What effect does the Social Security offset have on a member's SBP cost, and benefit protection for his survivors, assuming he came under the SBP using his total retired pay as his "base amount?"*

A. It would have no effect, either in terms of the member's contributions or the coverage provided. Of course, what is true for the member enrolled in the SBP at the maximum would also be true for a member electing into the plan using less than his total retired pay as his base amount.

Q. *Will a member commencing to draw a deferred annuity at age 60 by virtue of separation with less than 20 years of service be eligible to participate in the Survivor Benefits Plan?*

A. Yes.

A Proud Reunion

Former POW, LCDR John S. McCain, III, sees his father for the first time since August 1967, which was shortly before his capture by the North Vietnamese. In their meeting at Jacksonville International Airport, ADM John S. McCain, Jr., told his son "You sure do look wonderful!" The admiral, who retired from the Navy last November, headed all U. S. military forces in the Pacific during his son's captivity. LCDR McCain was shot down five and one-half years ago on 26 Oct 1967 while on a combat mission over North Vietnam. He was flying an A-4 jet bomber of Attack Squadron 163 operating from the aircraft carrier USS Oriskany (CVA 34).

letters

Loss of VA Benefits

SIR: Generally it is assumed that when the Navy makes a favorable Line-of-Duty determination in case of death, no benefits are lost. This most certainly is not so.

The Veterans Administration considers all circumstances and weighs all available evidence, but a vital consideration is the alcohol content in the blood at the time of death. Should the alcohol content be too high, the distinct possibility exists that the surviving family loses all VA benefits.

Having talked to numerous career officers and petty officers concerning this, I have yet to find one aware of the situation.—SMC C.R.R.

- *There are no benefits administered by the Department of the Navy which are conditioned upon a misconduct line-of-duty finding.*

The Veterans Administration makes its own determination of eligibility for benefits with respect to misconduct and line of duty. The statutory authority for making such determinations is contained in Title 38, U. S. Code, section 105. Also see sections 0801e and 0810b of the JAG Manual.

It is certainly true that VA benefits such as Dependency and Indemnity Compensation may be denied when the VA determination of misconduct or not in the line of duty is made. The most common situation is when death is the result of an accident, and the cause was intoxication. Similar denials have been made when death by injury results from self-administered drugs.

These findings are matters over which the VA has total jurisdiction. In short, think twice before you have "one for the road."—ED.

Minority Enlistment

SIR: Does minority enlistment count as four years for transfer to Fleet Reserve but not toward retirement? PN2 H. W. B.

- *Yes. A completed minority enlistment is credited as four full years of service when computing total service completed for transfer to the Fleet Reserve. However, while a member may retire upon completion of 30 years of service using constructive service, this particular computation cannot include constructive service earned on a minority enlistment.*—ED.

Gold Hashmark Clubs

SIR: I would appreciate any information you may provide concerning the rules and bylaws for Gold Hashmark Clubs.—OSCS G.T.S.

- *We have been informed by* MCPON's *office that there are no official rules or bylaws concerning Gold Hashmark Clubs. It is strictly up to the CO as to what he is willing to provide as a benefit to enlisted men wearing gold. The Navy doesn't sponsor or lay down any ground rules.*—ED.

Saluting the Flag

SIR: My question is, do you salute both the quarterdeck and ensign by regulation, or is it a traditional thing? —SM1 T.F.S.

- *U. S. Naval Regulations, Chapter 21, article 2108, says "Each person in the naval service, upon coming on board a ship of the Navy, shall salute the national ensign if it is flying. He shall stop on reaching the upper platform of the accommodation ladder, or the shipboard end of the brow, face the national ensign and render the salute, after which he shall salute the officer of the deck. On leaving the ship, he shall render the salutes in reverse order. The officer of the deck shall return both salutes in each case.*

The current Navy Regs is being changed, but this article will remain as is in chapter 10 of the new version. —ED.

Medical Programs

SIR: My son-in-law would like to become a doctor and come into the Navy. Is there a program where he could join the Navy, go to medical college and internship, and then have a career in the Navy as a doctor?—K. H. C. QMC(SS)

- *There are several Navy-sponsored medical student programs available to interested individuals. The variety makes it impossible to discuss them adequately in this space.*

Attention is invited to the fact that a primary prerequisite for entry into any of these programs is that the applicant be attending medical school, or have an acceptance to medical school, and be within several months of beginning his medical studies. The programs do not extend to undergraduate level.

While there is a wide range of programs available, it is recommended that the Armed Forces Health Professions Scholarship Program be given the most serious consideration. It is the newest program, and it is eventually expected to be the largest.—ED.

PASS THIS ISSUE ON TO 4 OTHER READERS

DMSN Joseph F. Ballard

"How long did you say you've been on watch?"

LCDR Melville C. Murray

"The Deadwood County? No, but she's just one pier over!"

YN1 James B. Nixon

WELL, THAT RECRUITER SAID WE'D LEARN A TRADE!

QM1 Thomas J. Blessing

"Here ya are, Chief, one fathom of waterline, just like ya said . . . Chief??"

CTA1 Donald L. Winans

". . . and when I told Supply that I was nearly at the end of my rope, they said it sounded like a problem for you."

on the serious side

TAFFRAIL TALK

WHEN ED GILLEY ENLISTED in the Navy back in 1954, he had the capacity for hard work but he needed some motivation. He received it from a commanding officer. Here's the story, as told to us by Chief Journalist Bill Locklar.

Ed Gilley's first year in the Navy was spent working in the commissary at Alameda's Naval Air Station. As an airman apprentice, he was assigned to USS *Wasp* (CVS 18) where he served as the captain's driver. It was then that things began to look up.

The man in the back seat of the car was Captain R. C. Needham who encouraged Gilley to prepare for advancement and to make a career in the Navy. At the bottom of the advancement ladder, Gilley found the going was hard. He didn't quite make it in his initial aviation electronic's technician 3rd class exam, then passed the next five times but his test scores weren't sufficiently high to earn advancement.

In 1960, however, he made it and, a year later, was advanced to 2nd class. Gilley then served as a bombardier/navigator for A-3 and A-5 aircraft and as an instructor for A-3 and A-5 with Heavy Attack Squadron Three at Sanford, Fla.

Gilley then changed his specialty by attending basic aviation technician school which led him into the limited duty officer program. In the meantime, his enlisted career was prospering. He was instrumental in raising the reenlistment rate of his squadron from 11th to 1st place. When he was in the Quonset Point, R. I., area, he was named Navy League Sailor of the year.

In June 1968, he was selected for warrant officer and, while he was assigned at Jacksonville, accumulated 39 semester hours of college credit during his spare time at Florida Junior College.

When Gilley's shore duty ended, he was sent to the Republic of Vietnam where he was awarded the Bronze Star and the Navy Commendation Medal both with Combat "V" before he was selected as one of the first warrant officers to participate in the Navy's College Completion Education Program.

In October 1972, Ed Gilley was promoted to the rank of lieutenant (jg) and, in September 1973, he is scheduled to receive his bachelor of science degree from the Postgraduate School. For LTJG Gilley, the promotion and the degree represent significant way stations in a seagoing career which began with handling groceries in the Navy commissary.

★ ★ ★ ★ ★

SOMETIMES you're a little late getting to lunch, right? An hour or two won't matter as far as that sandwich prepared earlier in the day, but what if you have to wait a whole year. The sandwich is stale, right? Well, not necessarily—it depends on where you leave your lunch. One crewman left his on the research submarine *Alvin* when it sank in 1968. The ship was recovered about a year later, and scientists going through the ship almost missed the crewman's lunchbox. When they found it, however, they discovered all the food—some bologna, perishable bouillon broth, and apples—perfectly preserved. The depth and the cold may provide the scientific answer to the puzzle, but that seems like a long time to wait for lunch.

The All Hands Staff

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• **HOT SUN IN THE SUMMERTIME**—As the weather gets warmer, millions of people flock to the water, and who's closer to the beaches than a Navyman! From the South Seas to the Mediterranean and from San Diego to Norfolk, the sailor's ready access to water has made sea sports a favorite Navy pastime. Prize-winning photo by AN Wallace M. Compton.

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• FRONT COVER: AFTER FLYING PLANE GUARD, a CH-53A Sea Stallion helicopter comes in for refueling on the flight deck of the amphibious assault ship USS Guam (LPH-9). Photo by PHC W. A. Davis, USN.

• AT LEFT: HEAVY ANCHOR!—A Navyman is dwarfed by the 30-ton anchor of the attack aircraft carrier USS America (CVA 66) during visit to the Norfolk Naval Shipyard.

It Happens EVERY

JUNE . . . .

June week at the Naval Academy is a springtime event that hasn't changed in a century. The girls' skirts are shorter today and movie gear has replaced the old box camera of earlier years, but June Week (1-6 of June this year), is still an old-fashioned celebration at Navy.

Thousands of parents and girlfriends and little brothers and sisters wearing souvenir sailor hats swarm to Annapolis every June for the traditional festivities that lead up to the midshipman graduation. Somehow, the small waterfront town manages to tuck away the hordes of visitors, just as it has for decades. Even nature cooperates, the Chesapeake Bay spring bursts forth in its lushest bright green around the Naval Academy Yard.

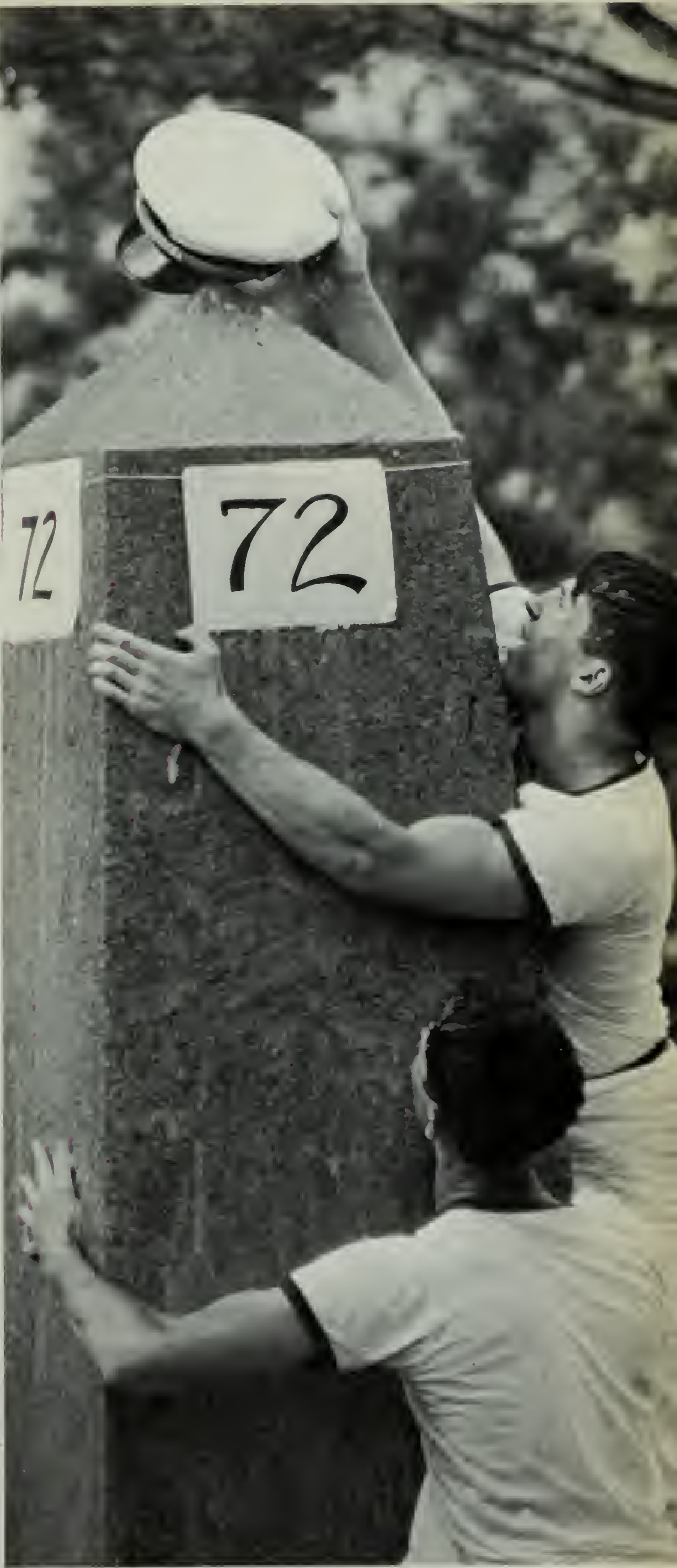
Sailboats on the Severn, popping rainbow-splashed spinnaker sails against blue and white dappled skies, provide an idyllic backdrop for families from across the country to stroll the brick walkways.

An air of relaxation settles over the Academy during June Week, a welcome six days for the midshipmen who have been working under busy academic and professional schedules for nine months. Thoughts go from papers and final exams to the folks from home and, for first classmen, their last days at Annapolis.

Nobody is quite sure when June Week started at the Academy, but over the years it has grown into a bustling six days of dances, concerts, picnics, sports events and full-dress parades to honor the class of graduating midshipmen.

Midshipmen have been flinging their hats into the air after graduation exercises since 1912 when, for the first time, they were commissioned directly as officers in the Navy in place of having to serve two years in the Fleet as midshipmen after leaving Annapolis. Since they no longer needed their midshipman hats, the class of 1912 spontaneously tossed them into the air as new ensigns and Marine Corps lieutenants have done ever since.

June Week is not only for the graduating midshipmen. For plebes (freshmen) it signals the end of a long first year. On the first day of June Week a white sailor cap sitting atop the 21-foot high Herndon Monument becomes the object of attention for the



Left: The traditional post-graduation hat toss, first instituted by the Class of 1912 when midshipmen began to be commissioned ensigns immediately upon graduation. Right: Climbing the greased Herndon Monument to retrieve the hat, a symbol of freedom.

entire plebe class. On signal the plebes charge across the Yard and begin scrambling up the monument to pull down the hat. After assorted strategies and near reaches, one of the plebes finally grabs the hat to the cheers of the crowd below him, freeing the plebes from their submission to the upper classes, and, as tradition has it, assuring himself of becoming the first in his class to reach the rank of admiral.

Since 1869 when Chinese lanterns and paper palm trees surrounded the midshipmen and their ladies, formal balls on balmy Maryland evenings probably have been the more memorable times for June Week dates. For parents, the parades with midshipmen marching in brass-buttoned blue coats are a highlight of the week.

BUT FOR EVERYONE from midshipmen to grandparents, June Week goes too fast. No sooner do the drumbeats of the parades and the last cheers of graduation fade than the new officers go their way to weddings or brief vacations before meeting their ships miles from the Naval Academy. Others depart for the nuclear power school or flight training while underclass midshipmen leave for summer training cruises.

All too soon, it seems, colonial Annapolis and the Academy settle down again as cars from most of the 50 states roll back along the highways on their way home—June Week is over for one more year. But the quiet is only temporary. The new plebe class is scheduled to arrive in July. For them and for all the classes of midshipmen who will follow, June Week will continue to be six special days that mark the end of four years at the Academy and the beginning of a future.

—Ellen Walker Ratrie

Top: Families from all over the U. S. travel to the Academy for June Week. Left: Four long years at Annapolis end with bright stars and bars. Below: Beautiful weather for luncheon on the grass. Right: A new ensign gets a hero's ride.

FIRST CLASSMEN from Florida and Ohio were named to lead the 4200-man Brigade of midshipmen at the Naval Academy, Md., for the spring term.

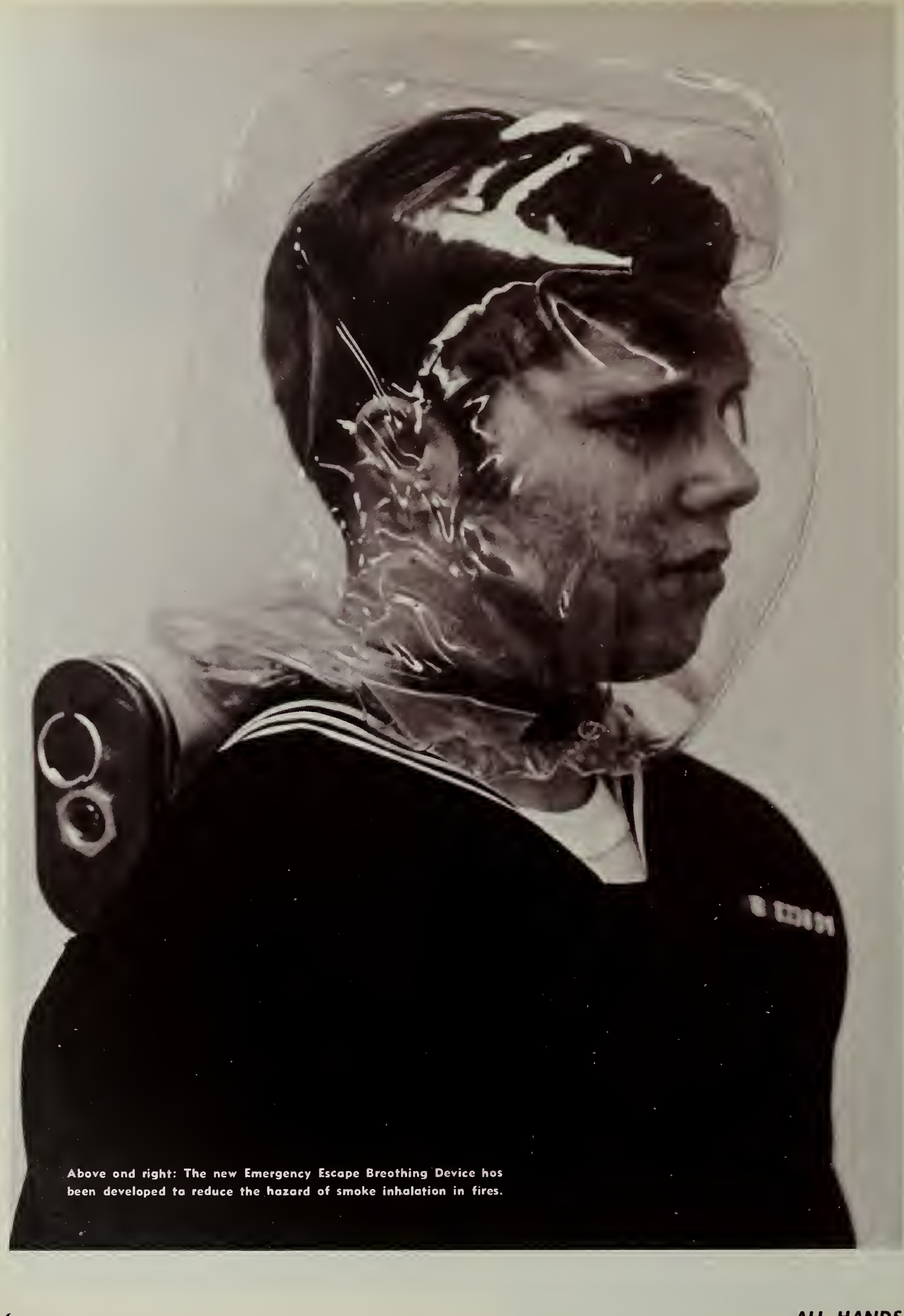
Gary Roughead of Sarasota, Fla., served as Brigade Commander until the beginning of June Week. Assisting him as Deputy Brigade Commander was Richard G. Samuels of Cleveland, Ohio.

Midshipman Roughead, the son of Mr. and Mrs. Howard Roughead of Sarasota, was named to the Academy's Merit List this past semester for academic ability. A foreign affairs major, Roughead served as a delegate to the Naval Academy Foreign Affairs Conference last year. He has been active in junior varsity soccer and sailing at the Academy. A 1969 graduate of Valley Forge Military Academy in Wayne, Pa., Midshipman Roughead is scheduled to enter Nuclear Power School at Bainbridge, Md., upon graduation from the Academy this month.

Midshipman Samuels is the son of Mrs. Lillian L. Samuels of Cleveland. Formerly active in junior varsity football at the Academy, Samuels is a 1969 graduate of South High School in Cleveland where he was captain of the football and wrestling teams and senior class president. A mechanical engineering major, Samuels plans to make his career in naval aviation upon graduation from the Academy.

Eighty-one other midshipmen officers, including 36 company officers served under Roughead and Samuels.

Top: Warm weather and beautiful surroundings add to the festive mood. Right: Brigade of Midshipmen leaders. Right, below: Ring dances for the second classmen and their dates. Below: This 1902 Color Girl, garbed in white, transfers the colors to the top midshipman company during the Color Parade.



Above and right: The new Emergency Escape Breathing Device has been developed to reduce the hazard of smoke inhalation in fires.

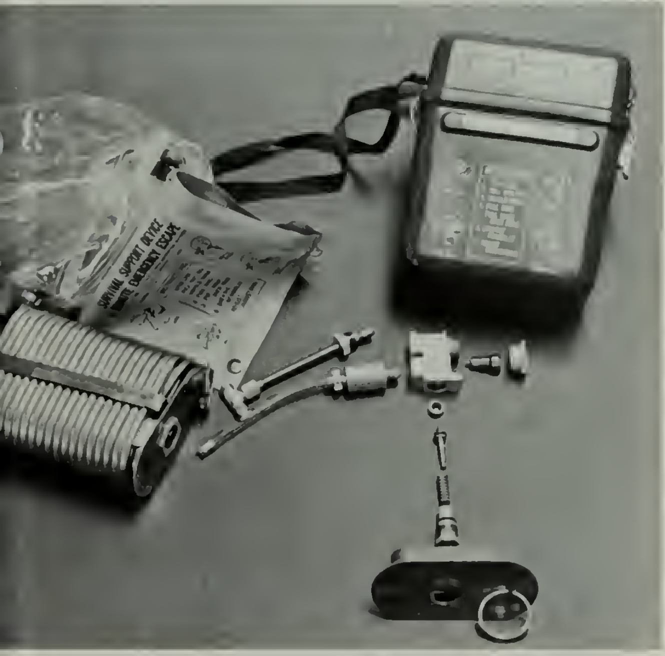
WHAT THE NAVY IS DOING ABOUT OUR
PUBLIC ENEMY No. 1

Naval Material Command Develops Equipment To Fight And Prevent Fire At Sea

PUBLIC ENEMY NUMBER ONE—when you're at sea—it's not the enemy's ships or subs or planes. Destructive as these foes can be, they can't do nearly the damage to a ship that an ever-present element of danger, either in war or peace, can do. That danger is fire.

Fire and smoke can do to a ship what no enemy plane or sub could possibly accomplish. For example, no major aircraft carrier was sunk in World War II as a direct result of enemy action. In each case, fires out of control required abandonment and ultimate sinking by our own forces.

The problem of preventing and extinguishing fires then is a continuous one. That is why the Naval Material Command headquarters has recently announced the development of a number of new pieces of equipment designed to fight and prevent fires and to save lives. They include a new breathing apparatus, new fire trucks, a continuing program for the installation of flight deck extinguisher and sprinkler systems, and new nonflammable materials for living spaces.



The hazard of smoke inhalation in shipboard fires will be drastically reduced with the introduction of a new Emergency Escape Breathing Device—developed for and with the Navy by an electronic instrumentation corporation. Development of the device was initiated several years ago when the Navy experienced two near-disastrous fires aboard the carriers USS *Forrestal* and USS *Oriskany*.

Because of these fires and other dangers present on ships, Admiral Thomas H. Moorer, then Chief of Naval Operations (now chairman of the Joint Chiefs of Staff), set up a panel to study the problem and appointed Admiral James Russell to head it. ADM Moorer had told the panel that, "When, in spite of all reasonable precautions, explosions and fires do occur, it is essential that we have positive, fast and extremely effective means for minimizing damage, destruction and loss of life. It therefore is considered essential also that in coping with explosion and fire, personnel exposure be minimal."

AS A RESULT of the panel's recommendations and the research done by the corporation, a breathing device of amazing simplicity has been developed. It consists of a plastic face mask with a reservoir containing compressed air which can be donned and activated in less than 20 seconds.

The apparatus will provide a continuous flow of air for eight minutes—long enough for a person to escape from any part of the ship to open decks in the event of fire. When not in use it fits into a container about the size of the standard Navy binocular case. The device has several important advantages besides the ease with which it can be donned—the unit is reusable; its total weight is about five pounds; it has a long shelf life; and it has low maintenance requirements.

Much of the credit for the development of the present Emergency Escape Breathing Device must go to Captain John H. Iarrobino, now retired. He had been the commanding officer of *Oriskany* when she suffered an extensive fire off Yankee Station in the Gulf of Tonkin. In late 1969, on his own initiative and following the recommendations of the Russell Panel, he undertook the development of a device for emergency escape of personnel from smoke-filled compartments on ships.

Since CAPT Iarrobino's retirement in July '72, the Emergency Escape Breathing project has been carried on by Captain R. B. Jacobs, another officer who has had firsthand knowledge of fire at sea. He was a damage control officer in USS *Princeton* (CVL 23) when she was lost due to enemy action on 24 Oct 44 during the second Battle of the Philippine Sea.

THE FIRST UNITS made will be distributed to the Navy's carriers, with follow-on deliveries to other ships in the fleet. The first delivery of the devices to the Fleet and training centers was expected during the first week in March.

But what about the fires themselves? The Navy has been working on preventing and fighting these, too. Development in this area has come so far that the fire resulting from 500 gallons of highly flammable aircraft fuel in an aircraft carrier can now be extinguished in less than a minute. That's good, but the Navy isn't completely satisfied with that capability, and it's continuing to improve.

Fire in any ship in the Navy is of vital concern but the problem is compounded in a carrier. With its great loads of highly flammable fuel and ordnance and its crowded flight deck, one misstep can be severely dangerous, even fatal.

Consequently, among the latest firefighting equipment to be placed on a carrier is the MB-5 fire truck, initially developed for use on air stations. After serious fires did damage to several carriers in past years, it was decided that the capability of these vehicles was needed on board the ships as well. So despite some reservations by commanding officers about their size, relatively about the size of a 2½-ton truck, these trucks were made an item of flight deck equipment, and they performed beyond the expectations of anyone.

EACH TRUCK CARRIES 400 gallons of water, 30 gallons of aqueous film forming foam (AFFF), and an aerating pump to mix them with air, creating fire-smothering foam. The foam is discharged through a 250-gallon-per-minute discharge, cab-mounted turret which is directed by a crewmember. There is also a hand-held hose which can be used if needed, along with a dry chemical, also hand-held, an extinguisher

with a four- to five-pounds-per-second agent discharge capacity for coping with running fuel fires.

The MB-5 was first put to good use when a fire occurred aboard USS *Independence* during September 1969. Two 3000-pound fuel tanks containing a total of about 500 gallons of jet fuel fell from the bomb bay of a plane on the flight deck, ruptured, and ignited. The MB-5, positioned near the carrier's island, was in action immediately and had extinguished the fire in 48 seconds, with no damage to the ship or plane; the plane later took off.

Mr. Larry Duhrkoop, of the Naval Material Command in Washington, D. C., might be called the "fire chief" of the Navy, and he is partially responsible for the development of this equipment.

"The truck is excellent and the training is equally good for the crews. The confidence and enthusiasm of the men are almost too much," he says. "We found that the front parts of the trucks were being scorched and burned, and we had to put a 'fan nozzle,' spraying forward, between the front wheels after we found out the cause. The young Navymen in the crews were driving right into the fires to insure good coverage. That's dedication for you but rough on the truck."

THE DEVELOPMENT of the MB-5 is one element of a continuing program of new initiatives by the Naval Material Command which also includes the new AFFF extinguisher previously mentioned and a sprinkler system to employ it. This could prove to be one of the most important developments in the Navy's constant firefighting quest.

AFFF is a fluorinated carbon surfactant type solution developed and patented by the Chemical Dynamics Branch of the Naval Research Laboratory, Washington, D. C. The Navy is now installing sprinkler systems on the flight decks of all its carriers to use the new agent in extinguishing fires from any cause.

The new substance is a synthetic, foam-forming liquid designed for use with seawater, brackish water or fresh water. Its extinguishing action stems from its ability to make water float on flammable fuels which are lighter than water.

Applied with conventional foam or fog equipment, the foam blankets the surface of the fuel to provide a vapor seal. The film-forming action enhances extinguishment and prevents reflash of the fuel. The action also takes place on fuels that have not been ignited so that they are secured and not readily ignited by a careless or stray spark. The chemical basis of this action is the fact that the foaming agent reduces the surface tension of the water mixture from the normal 80 to 90 dynes (a unit of force) to a low of about 17 dynes.

USS *Nimitz* (CVAN 68), now nearing completion at Newport News, Va., and all future carriers, will be equipped with the sprinkler system as original equip-

Top: The hangar deck simulator at firefighting school. Left: Magnesium fire at firefighting school, San Diego.

MB-5 fire truck in action on the flight deck of Independence

ment. Older carriers in the Fleet are being fitted for the system in three increments as they are called in for overhaul.

TECHNICALLY, the distribution medium for the new agent is a fixed, remote-controlled, saltwater washdown/aqueous, film-forming foam distribution system consisting of a combination deck edge/flush deck nozzle arrangement. The distribution system is divided into zones which are, where possible, regular in shape and 10,000 square feet in area. Deviation is, of course, permitted in the way of elevators or catapults and in other areas where undue expense would be involved if an irregular zone boundary were not permitted.

Each flight deck section is approximately 125 feet long and covers approximately half of the width of the deck. The complicated process of drilling through the deck to insert the flush-mounted nozzles necessitates dividing the installation into 3 one-third deck installations spread over three overhauls. Deck edge nozzles are 12½ feet apart along the port and starboard sides of the flight deck, except in the area of the aircraft elevators and the island.

Power for operating each zone is derived from a single vital power panel. Adjacent zones are not connected to the same panel. Duplicate controls are installed in the primary flight control and pilothouse for operation of the remote-controlled operating valve for the system. In addition to these, there is a remote control station in Flight Deck Control. Thus, zones can be activated individually should a fire erupt in a small area.

The fantail area on the main deck has a separate system with a sprinkling rate of one-tenth gallon per minute per square foot. To accommodate the supply of fluorocarbon concentrate, existing 300-gallon tanks are being replaced with 600-gallon tanks for stowage of the concentrate.

EFFECTIVENESS OF AFFF also has been tested by the Air Force, which reported impressive results. For example, the Fire Protection Training School at Chanute Air Force Base, Ill., conducted several tests which determined that AFFF extinguished the training fires faster than other agents and with less quantity of agent. Also, an F-100 crash overseas saw the resulting fire controlled in 15 seconds with AFFF. When the number one engine pylon separated from a C-5 prior to takeoff, allowing fuel under pressure to free-flow and simultaneously ignite on the runway and left wing, the fire was controlled in one minute.

In a civilian test, the Los Angeles County Fire Department used AFFF to control a furiously burning fire at an industrial plastic plant—the first such use of

AFFF by that department on an actual fire. The battalion chief reported that it took two minutes for complete control of the stubborn fire after conventional tactics had failed to control the blaze.

The development of AFFF was an outgrowth of a recognized need for better agents to control more effectively fires occurring aboard ships as well as those resulting from aircraft accidents at naval air stations. But in another move—this one to prevent fires before they start—the Navy is conducting an intensive drive to eliminate flammable materials and thus reduce fire danger in living spaces aboard its ships.

Target date for completion of the drive is 1976, and if this goal is met, that date will see the complete absence of all wood and wooden sheathing, flammable curtains, draperies, rubber rug matting, rubber-backed carpets and other combustible materials in all living spaces. This will include an absence of foam mattresses, which are being replaced by those made of neoprene.

TO DETERMINE what is "nonflammable" and what is "flammable," the Navy uses the radiant panel test, one of the methods which engineers use in measuring the spread of flame. In this test, red oak lumber is assigned a value of 100, while asbestos board is given a value of zero. A material which has a value of 25 or less is considered nonflammable.

Vinyl floor tile in use in millions of American homes and offices has a value of 65 in the radiant panel test, but the tiling used by the Navy has a value of nine. The fibrous glass carpeting to be used by the Navy in such locations as the crew's lounge, libraries and some mess spaces has a value of zero; happily, this carpeting comes in a wide range of colors and textures.

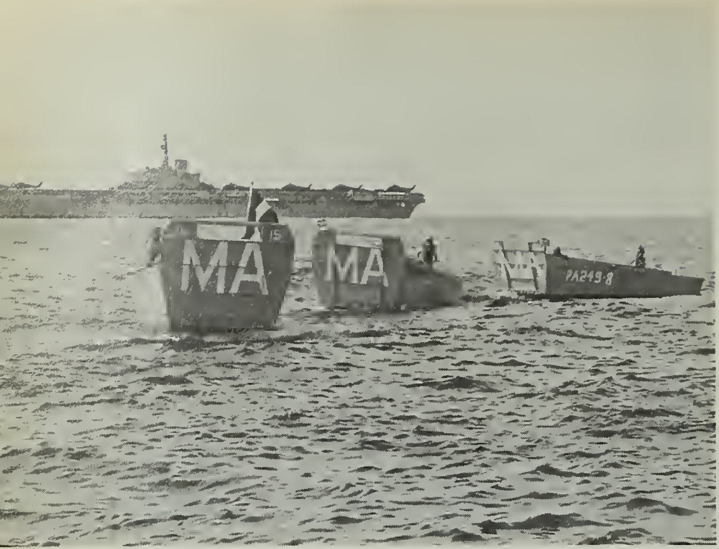
Curtains and draperies used by the Navy are made of nomex, a material which has a value of eight or nine and which was originally developed some years ago for use in the manufacture of suits worn by air crews. It, too, comes in a nearly endless variety of color combinations and textures. Nomex's best known civilian use is probably in the manufacture of ironing board covers, although it is also used to make the bed garments in some hospitals.

IN ITS EFFORTS to reduce the amount of flammable material in living spaces aboard ship, the Navy admits that it cannot now envision uniforms and other clothing made of nonflammable material, but it is considering the possible future issue of nomex garment bags for storing uniforms, besides sheets and pillow cases of the same material.

Those are just a few of the Navy's efforts to reduce fires and the dangers from fires on board its ships. The Navy is consistently working toward the day when fire will no longer be Public Enemy Number One at sea.

—JO2 Jim Stovall

Top: Fighting fire aboard USS Forrestal, 1967. Center and right: USS Independence (CVA 62) and USS Ranger (CVA 61) testing their sprinkler during underway training.



NATO Exercise "Rum Punch"

DIFFERENT SHIPS, different navies—but all with the same purpose. That was the theme of a recent North Atlantic Treaty Organization Amphibious Task Force training assault landing conducted on Vieques, Puerto Rico. Five British and four U. S. Navy ships supported a joint U. S.-United Kingdom marine landing force.

Exercise "Rum Punch" was designed to create a NATO type situation in which a member country requests assistance in stopping border violations. A NATO "show of force" combined with amphibious landings is the NATO response.

Weeks of planning and coordination by British Commodore Halliday, Commander U. K. Amphibious Group, and U. S. Navy Captain K. J. Carroll, Commander, Amphibious Squadron 10, resulted in a precision operation. Like in a well-rehearsed play, every element of the task force was there with support at the exact time needed.

AMPHIBIOUS TANKS loaded with U. S. Marines were offloaded into the sea from USS *LaMoure County* (LST 1194). They were the first land forces to hit the beach. U. S. Marines also climbed down cargo nets from USS *Francis Marion* (LPA 249) into waiting landing craft to form the second force ashore.

HMS *Bulwark* (R 08), a British helicopter carrier, launched Royal Navy helicopters loaded with British

• British and U. S. Navymen and Marines take part in the joint NATO exercise "Rum Punch" at Vieques, P. R. HMS Bulwark (R 08), top left, and USS Francis Marion (LPA 249), right, were among the five British and four U. S. ships participating.

Marines. They formed the vertical assault force that landed one mile from the beach. Supplies and small support vehicles were constantly ferried ashore by the Royal Navy throughout the assault. Both U. S. and British landing craft brought heavy support equipment to the beach once it was secured. Tanks, trucks, jeeps and more men were brought ashore to support the operation. The Task Force continually supported the landing force with gunfire, aerial reconnaissance and communications during the four days the landing force was on the beach.

With joint realistic training such as "Rum Punch," NATO forces will continue to be effective and efficient. New concepts and techniques are shared by participants and tried during these exercises. They result in constant improvements and capabilities within the NATO community.

—Story by PHC C. L. Bassi
—Photos by PH3 A. M. Page, PHAN T. L. Blassingame, and PHC Bassi

USS Saginaw (LST 1188)

THIRTY-FIVE CENTURIES ago the Egyptians introduced amphibious warfare to the world by transporting their soldiers across the seas.

The history of amphibious operations is a chronicle of the very evolution of warfare—from the first landings on British shores by the Romans in 55 B.C. to the modern day operations of combined air cover and shore bombardment.

USS *Saginaw* (LST 1188), homeported at Little Creek, Va., is the latest design in amphibious technology. She is one of the new tank landing ships designed to replace the World War II bow door LSTs.

Amphibious sailors of a couple of decades ago would hardly recognize today's LST. Unlike the tank landing ships of World War II design, with bow doors that swing open to discharge their vehicular cargo, today's LST—capable of carrying a load of 29 tanks—

offloads its vehicles by a ramp that extends from the bow, over the shallow water's edge to the beach.

Named after the county seat of Saginaw, Mich., this vessel is the second U. S. Navy ship to bear the name. The first *Saginaw* was a 153-ton sidewheel steamer that saw service in the late 19th century.

The present *Saginaw* was commissioned on 23 Jan 1971 at Long Beach, Calif.

Saginaw's first fleet operation was the cold weather exercise "Snowy Beach" last winter off the coast of Maine, recalled CDR David W. Moore of Salem, Va., her commanding officer. The operation was the first of its kind since the Korean conflict.

Saginaw then sailed for the warmer waters of the Mediterranean. The travel-minded Navyman would describe the cruise as "a dream come true." During the six months in Europe, *Saginaw* visited ports in Greece, Italy, France, Spain and Turkey.

SAGINAW has the same mission as older LST type ships—to transport and land amphibious vehicles, tanks and combat vehicles. However, because of increased size, speed and armament she is more capable of accomplishing this mission.

The most distinctive feature of this 522-foot-long ship is the newly designed ramp/derrick system. The ramp extends out like a steel tongue enabling the ship to unload her payload directly to the beach.

Since the days the Egyptian kings waged the first amphibious operation to the modern assaults by sea and air, the amphibious Navy has always played an important role in national defense.

—PH1 John Francavillo, USN

THE BOLIVIAN NAVY

BOLIVIA—an inland nation in the heart of South America—is a country of extremes ranging from the high and barren Andes in the west to the lowland jungles of the "Beni" in the east. It is a country in which one might think there would be no navy, and certainly no U. S. Navy interest. But there is a Bolivian Navy and the U. S. Navy has been helping it to help itself. This is a story about just one project area of U. S. Navy Civic Action assistance to small navies of developing countries.

To a small group of U. S. Navymen, Bolivia is now well known and becoming even better known through a cooperative program in which U. S. Navy sailors work hand in hand with the Bolivian Navy.

This landlocked nation has a navy because it also has the highest large navigable lake in the world, Lake Titicaca, high in the Andes nearly two and a half miles above the level of the Pacific Ocean. In its jungle interior, it has a system of riverways which are its only means of surface transportation and communication.

The small but spirited Bolivian Navy is waging a particular kind of war—one against disease and malnutrition. It has been charged with spearheading aid to much of the Lake Titicaca region and also the vast, river-laced tropical lowlands east of the Andes. Efforts include medical and public health assistance, keeping river channels open for commerce and conducting a constant campaign against illiteracy.

POTENTIALLY one of the richest South American countries in minerals and other natural resources, Bolivia at this time is still one of the poorest. It needs help and know-how in its efforts to provide medical assistance and training for its people.

That's where a select group of U. S. Navymen enter the scene.

When the Bolivian Navy appealed for assistance to the U. S. Ambassador and, in turn, to Admiral Elmo R. Zumwalt, Jr., CNO, the U. S. Navy responded in what has become a typical example of civic action assistance. In joint cooperation with the U. S. Navy, American Embassy and U. S. Agency for International Development, the Bolivian Navy sponsored the construction, by the local people, of four strategically located shore dispensaries around the Lake Titicaca area. A mobile medical barge was also constructed and put into operation to serve the people in villages located in still more remote areas.

The story of that barge is one small sample of joint cooperation between the U. S. and Bolivia. To augment the Bolivian Navy's limited construction skills, the team of 22 U. S. Navy Seabees was sent to that country for a period of three months. There, in the rigorous environment of Lake Titicaca, the Seabees worked shoulder to shoulder with Bolivian manpower to construct the barge.

Left: Bolivian and U. S. Naval personnel at Capacabana, Bolivia, prepare for dedication ceremony of joint medical project. Far left: The flag of the U. S. flies beside that of Bolivia at the Lama Suarez Naval Base.

With a surplus Navy pontoon as the hull, the diesel-powered barge is a self-sufficient floating dispensary complete with a variety of medical and dental equipment. Since its commissioning last fall, it has been making regular trips around the Bolivian periphery of Lake Titicaca. Manned by a physician, dentist, nurse, X-ray technician, medical aide and medical social worker provided by the Bolivian Ministry of Public Health, and with an operating crew made up of two officers and seven enlisted men of the Bolivian Navy, the medical barge, named *Julian Apaza*, is helping to close the development gap for almost a quarter of a million people.

THE BOLIVIANS OBVIOUSLY BENEFITED—but so did the U. S. Navy whose experience in this case is typical of a whole program of civic action assistance. The Navy has found a way to use peaceful means to help others and in the long run help itself. Now a special office under the Chief of Naval Operations, headed by the Civic Action Program Manager, coordinates assistance projects between the U. S. Navy and the military of a requesting country and its civilian population.

Such help to other nations can be pursued anywhere—at times on the coastlines, but as often as not, inland. Rivers and lakes may provide the settings for many of these projects, especially in smaller nations where these waterways are vastly important.

For instance, the annual rise and fall of the rivers in Bolivia present another problem, which also is being solved with the help of the U. S. Navy. When the mountain snows melt and the water levels in the lower rivers naturally rise each year, the powerful current tears along the shoreline and sweeps up many fallen trees and other debris.

WHEN THE CURRENT SLOWS, these tree trunks become embedded in the bottom of the rivers and the result is that the rivers become difficult, if not impossible, to navigate. Since rivers are often the only source of contact between the outside world and the more remote regions of the nation, their importance cannot be overestimated. Often, too, these rivers provide the only feasible means of travel to and from interior areas.

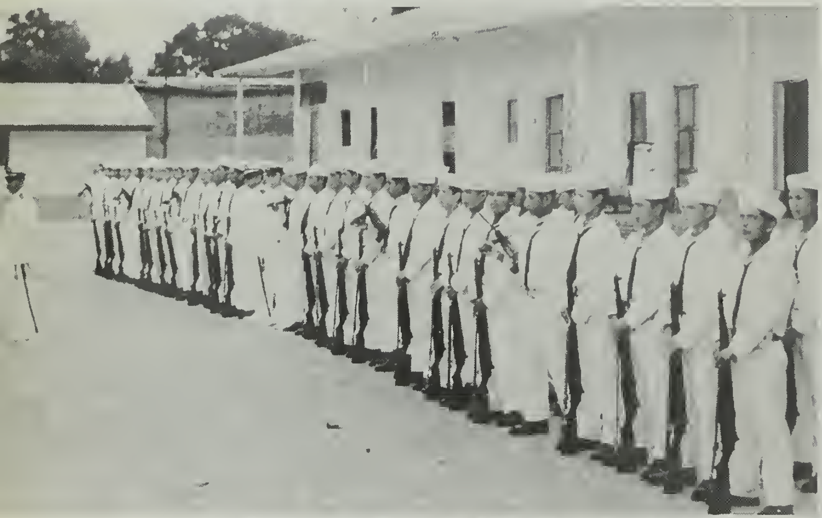
An eight-man detachment of U. S. Navymen was deployed to Bolivia to help clear one of the most important rivers, Rio Ichilo. Using a variety of equipment, the U. S. Navy SEAL Team "frogmen" taught the Bolivians diving and underwater explosive techniques to blast trees out of the water. Before long the Bolivians not only had clear sections of the river but more importantly perhaps, they also had the technical knowledge to deal with clearing remaining obstructions from this and other rivers in the future.

HELPING PEOPLE help themselves is the whole thought behind Civic Action. The Navy has conducted—and is conducting—programs which have built health facilities, public sanitation and water supply systems, schools, public housing, utility networks, roads and bridges and even given instruction in personal hygiene and preventive medicine, along with teaching basic reading and writing, agricultural subjects and vocational procedures.

"U. S. Navy Civic Action assistance is aimed at developing the self-help capacity of a foreign navy to conduct its own programs of self-help development among civilians in its country," says Lieutenant Commander T. H. Oswald, Jr., an assistant in the Civic Action office in the Pentagon.

"Translated into everyday language, Civic Action is a people-to-people program between the military of a country—the army, the navy or the air force—and the civil population," he adds.

"U. S. Navy Civic Action is pursued in whatever regions of a country are assigned to its own Navy for Civic Action responsibility. This may be along coasts, or in more cases than may be readily apparent, deep inland along the rivers and large lakes."



Top: A local boat on the Rio Ichilo. Above: Bolivian Navymen prepare for inspection outside their barracks. Right: The eastern river region, the "Beni."

Civic action is in many ways different from a lot of the projects undertaken by members of the U. S. Navy. Civic action projects are not just community relations-oriented—in other words, it's not just painting an orphanage or building a schoolhouse to win friends in a particular community. Civic action assistance attempts to foster the civilian support of local populations for the navies of their own countries. Consequently, on most projects the U. S. Navy tries to maintain a low profile.

THE PROJECTS UNDERTAKEN by Civic Action are not funded by the U. S. Navy. Rather, the Navy donates only technical assistance and some manpower—funds for materials and U. S. Navy "out-of-pocket" operating expenses come from a number of different sources, such as the Military Assistance Program, the Agency for International Development and foundation or private fund grants.

Nor is Civic Action classed as a program of "military assistance." Most of the work is aimed at "peace-building" assistance in the social and economic development of the country being assisted. Giving a ship or a weapon to another navy isn't what Civic Action is all about.

One other characteristic of Civic Action is its "by request only" nature. While countries are made aware of the capabilities of the U. S. Navy through Civic Action, project proposals must begin with an idea that is forwarded by the benefiting country itself.

The whole program of civic action assistance in South America was initially started some 13 years ago upon a request from Chile. In 1960, a series of devastating earthquakes assaulted the coasts and mountains of Chile, spreading death and destruction in almost unbelievable proportions. Part of that damage extended to the small coastal town of Talchuano, where two wharves at the Chilean Naval Arsenal and Shipyard were downed by the tremors.

In early 1961, the Chilean government asked for help in rebuilding these wharves under the United States Military Assistance Program. Navy engineers took a look at the damage and then planned repairs.

In July of that year seven Seabees—one officer and six enlisted men—were deployed to Talcahuano as the first Seabee Technical Assistance Team. The concept of military assistance, though certainly not a new one, had for the first time been put into systematic operation, putting to use the team's skills in practical diplomacy.

The job took nearly two years. The United States Navymen were supposed to provide only supervisory help, but on the scene they saw need for their muscles as well as their brains. When the project was completed, they left behind a corps of highly trained Chilean workers who were then able to teach some of their countrymen what they had just learned. Even today, people in Talcahuano remember the Seabees.

Civic Action is really only one of a number of programs established by the U. S. Navy—under the Politico-Military Policy Division of CNO's office—to assist developing nations. Others such as Operation Helping Hand, Buddy Base, Vietnamese Sister Ship Program, and Project Handclasp, are under the direct coordination responsibility of the Civic Action Program Manager, Captain R. L. Stewart, USN.

Some of the objectives of all these programs are obvious. Demonstrating the U. S. Navy's sincerity in working for peace, training its own men to work in foreign environments, improving the welfare of foreign countries and giving training to foreign personnel are all a part of the goals of civic action assistance. But there's a lot more to it than that. In the long run, the Navy hopes to do at least four things with these programs:

- Increase the prestige of foreign navies as they receive credit among their own people for completed Civic Action efforts;
- Elevate the self-esteem and basic worth of the developing navies, along with improving specific areas of morale, recruiting and budgetary support;
- Increase the worldwide capacity of navies friendly to the United States and;
- Reduce the foreign operational commitments of the U. S. Navy as friendly navies become stronger.

As an offshoot of Civic Action, Operation Helping Hand got its start in the Republic of Vietnam in the fall of 1969 when Admiral Zumwalt, then Commander of U. S. Naval Forces there, instituted it to improve extremely poor living conditions of the Vietnamese Navyman. It assisted the Vietnamese Navy in the construction of basic housing and also provided additional protein foods to supplement the diet of the sailor and his family.

Below, left: Navigational hazards in the Rio Ichilo. Below, right: Removing the hazards with underwater blasts. Bottom: SEAL divers train Bolivians in channel clearance.

ANOTHER IMPORTANT part of this program was to establish livable communities for widows and orphans of deceased Vietnamese veterans and for wounded Vietnamese Navy veterans, so that they could have the hope of becoming productive members of society in a postwar climate.

Operation Helping Hand numbered among its many accomplishments 240 animal husbandry projects, 25 agronomy ventures, a fishing program, a veterans' rehabilitation center, upgrading of 8000 housing units and 43 community centers. These all achieved a reduction of the Vietnamese Navy's unauthorized absenteeism level from 6.2 to 1.5 per cent.

Above: Medical station constructed with U. S. assistance. Below: A Bolivian Navy riverboat. Right: Medical barge under construction. Far right: Christening and dedication of the barge

One of the oldest programs is Project Handclasp. Since 1958, this program has distributed thousands of tons of privately donated commodities to needy recipients in all parts of the world. The Navy's part in Project Handclasp has been to provide space-available transportation for distribution of these goods.

All of these projects needed more help than the U. S. Navy alone could provide. So soon after the start of Operation Helping Hand, a number of American civilians living and working in Saigon formed the Helping Hand Foundation. This foundation soon enlisted supporters among interested businessmen and community leaders in the States. Now that American presence in Vietnam has ended, the Helping Hand Foundation has turned to other geographical areas of the world.

CIVIC ACTION has taken part in projects all over the world. At the time that a Seabee team was helping rebuild the wharves in Chile, another team, numbering 22 Seabees this time, assisted Haiti in rehabilitating a municipal pier at Port-au-Prince. These men also performed electrical and mechanical repairs at charitable institutions, and provided technical assistance and training, as well, to the Haitians whom they were aiding.

From 1962 to 1965, a 10-man Seabee team estab-

lished and operated a Skilled Manpower Development Center in the Dominican Republic. The team, there, provided extensive training in the maintenance and operation of diesel and electrical powerplant equipment and also trained teachers in an effort to carry on at the center when the U. S. team left.

Three other countries—in Africa: Liberia, Upper Volta, and the Central African Republic—were the beneficiaries of this same kind of help during the years from 1963 to 1966. Seventeen Seabees spent this time showing citizens how to operate and maintain automotive and construction equipment. They also taught road construction techniques and road grading procedures.

FLOODS ARE KNOWN the world over, and Civic Action has had a number of opportunities to give help to flood victims. Flood control was the main goal of a team of 34 Seabees who went to the Central American nation of Costa Rica in 1964 and 1965. They helped construct dikes around the city of Cartago, but like other Civic Action teams, their task was also to train Costa Ricans in the operation and maintenance of the heavy construction equipment.

In 1972 as America was experiencing some of the worst flood disasters in her history—so was the Republic of the Philippines. Seabees and underwater demolition team members rendered extensive disaster recovery assistance to several flood-ravaged communities in that country.

Previously that year—and the year before—Navy underwater demolition teams provided continuing assistance to various coastal communities in the Philippines by using their skills to remove coral, rock, and sand obstructions to navigational channels.

WHERE will Civic Action go in the future? A lot of places.

One of the sample projects Civic Action is considering is a navy Children's Clinic in the Dominican Republic. The clinic is now providing what help it can to the most needy patients, but it lacks adequate materials for dental care and resources to provide needed medication to counteract anemia, and intestinal parasites, to name the most common local ailments. The clinic does not have adequate resources for effective inoculation, and preventive medicine and dental programs.

There are literally hundreds of projects like this one that could use the help of Civic Action Assistance. The U. S. Navy can't get to all of them, of course, but depending on the resources at hand, it can do a great deal. The Helping Hand Foundation is still raising money for these projects and individual contributions can be sent to Helping Hand Foundation, Suite 350, 1700 Pennsylvania Avenue, Washington, D. C. 20006.

Civic Action has the philosophy that goes something like: "If you give a man a fish, he will have a single meal. If you teach him how to fish, he will eat all his life." Civic Action people are in the business of teaching people how to fish.

—JO2 Jim Stovall

FRENCH bagpipe band from Lann-Bihow during practice; ships include the French ship AE Protet, the Soviet Skritniy and the Indian cruiser INS Mysore.

ETHIOPIAN Emperor Haile Selassie.

SOVIET RADM Krugliakov aboard Skritniy.

ENGLAND'S Princess Anne.

SOVIET sailors talk with U. S. sailors aboard the La Salle.

Sailors from eight navies participate in

Ethiopian Navy Days

When Ethiopia graduates her naval cadets, the ceremony takes on the air of an international naval pageant. Maritime powers and other nations, at the invitation of the world's senior head of state, His Imperial Majesty Haile Selassie I, send representatives to the port city of Massawa to attend the affair. This year, countries represented were: the United States, Great Britain, France, the Soviet Union, Iran, India, Sudan, The Netherlands, West Germany, Norway, Italy and, of course, Ethiopia. The first eight nations were represented by naval commands, among which was the command flagship for the United States Middle East Force, USS *La Salle* (AGF 3).

For four days, the guest countries participated in what is called "Imperial Ethiopian Navy Days"—the only international review still held regularly.

The schedule called for a day of formal calls, receptions and ceremonies; a full day of competitive sports; graduation day with its six-hour display of massed bands and precision drills; and "Sea Dog Day," a morning and afternoon of underway operations in which all the participating ships from the visiting countries pass in review, fire salutes to the Emperor, and observe a demonstration of tactical maneuvers by the Ethiopian Navy.

During the course of *La Salle's* visit, she welcomed on board numerous dignitaries, including the Emperor, Princess Anne of Great Britain, several ambassadors, and six admirals. Her crewmen had the opportunity to tour other visiting ships—including a Soviet guided missile destroyer—and to swap both sea stories and souvenirs with their foreign counterparts.

Besides *La Salle*, the international armada consisted of Great Britain's HMS *Antrim* (D 18)—see the February 1973 issue of ALL HANDS—a 6000-ton guided missile destroyer of the U. K.'s *County* class; while France sent *Protet* (F 748), a 2000-ton dual-purpose diesel-driven frigate, and *La Combattante* (F 730), an experimental patrol craft designed to carry France's powerful new surface-to-surface missile, the *Exocet*. The Soviet Union was represented by *Skritniy* (DDG 447), a 3800-ton *Kotlin* class guided missile destroyer. From Iran came IIS *Saam* (DE 12), a new 1300-ton British-built, all-purpose frigate designed to attain speeds of up to 40 knots using her diesel and gas turbine engines. (*Saam* is armed with surface-to-surface and surface-to-air missiles in addition to her antisubmarine warfare mortars and rapid-fire gun mounts.) India was represented by INS *Mysore* (C 60), a former *British Colony* class cruiser displacing 11,000 tons and armed with 9 six-inch and 8 four-inch guns. Sudan sent two gunboats, *Al-Frasher* and *Al-Khartoum*, and the Imperial Ethiopian Navy was represented by its entire fleet, led by the flagship HMS *Ethiopia*, a former U. S. seaplane tender.

It was into this gathering that the 14,000-ton *La Salle* steamed, her structure rising some 75 feet above the waterline. The contrast between her and the other participants was striking and she may have appeared out of place at first sight; however, she soon proved her suitability for her diplomatic mission. Invitations were issued to the other navies to come on board for lunch and tours of the ship. As a result, some 50 men showed up each day—officers, chiefs and nonrated—to try out the ship's Ney-award winning mess and to tour her modern facilities.

When Princess Anne and Emperor Selassie paid visits to the flagship, they too appeared impressed by the ship's mess decks, modern medical and dental facilities, well-equipped television studio, weather satellite receivers, new ship's store and appearance. The general tours continued through Sea Dog Day when more than 150 guests boarded the ship to watch maneuvers underway and were treated to a buffet luncheon and a U. S. Sixth Fleet Band concert that afternoon.

Both on and off the ship, *La Salle* crewmen were active in festivity events. The ship's honor guard paraded several times for royalty and also for the military review at the Imperial Naval School graduation ceremonies. A marching unit, together with others from each ship—plus a large contingent from the Italian Navy—also took part in the evening tattoo ceremony. In addition to music provided by the Sixth Fleet Band, several bands participated in activities, including the Lann-Bihoue French Navy bagpipe band and the Royal Marine Band from Great Britain.

On the lighter side of musical entertainment, *La Salle's* six-man rock band put on several performances during the port visit that included an impromptu evening concert on the pier and a performance on graduation night for sailors of all nations at the Red Sea Rest Center.

All in all it was a busy four-day visit for the Middle East flagship and her crew, an experience well worth writing home about.

—Story by ENS H. Conway Zeigler, USN
Photos by CM2 W. Leighton Clark, IV, USN

Great Lakes sailor and friend aid Chicago policeman

GETTING INVOLVED!

A HOSPITAL CORPSMAN from the Great Lakes Naval Training Center and his long-time civilian friend came to the aid of a Chicago policeman in trouble recently and possibly saved the officer's life.

Hospitalman Donald G. Smith, a student at the Hospital Corps School, and Jardene Williams, a former classmate of Smith's at Lindblom High School in Chicago, noticed a commotion outside a downtown Chicago steak house shortly after midnight; they witnessed two men beating Chicago police officer Richard Cosentino of the 1st Police District. One assailant had wrestled the service revolver from the officer and was pointing it at him.

Hospitalman Smith, a student of Kung Fu, a form of self-defense, and Williams, who has a knowledge of karate, each possessed the necessary courage which was needed to get involved and came to the officer's defense. Williams grabbed one of the attackers in a bear hug so tight that he dropped the revolver which Smith quickly recovered. Smith then held the two as-

Facing page: Police Officer Richard Cosentino gives warm thanks to Hospitalman Recruit Donald C. Smith and Jardene Williams for their heroic assistance. Right: The pair receive recognition from local Chicago TV personality Bob Kennedy who presents them both with "We Need More Like You" awards on his show. Below: Smith and Williams gain further fame when they accept Chicago Medals of Merit from Mayor Richard J. Daley.

sailants at bay until patrolman Cosentino shook off the effects of the beating. Other citizens, in the meantime, had summoned police assistance and in very short order both assailants were taken into custody.

THE TROUBLE BEGAN when Officer Cosentino, directing traffic at a busy intersection, heard a commotion at the nearby steak house. Upon investigating, he saw two men arguing with the manager. He ordered them outside, but upon leaving the establishment with them, he was jumped from behind, knocked to the pavement, kicked and punched. It was then that he lost his pistol to one of his attackers. But, at almost that same moment, Hospitalman Smith and his friend, Williams, happened upon the scene. They came to the rescue.

Officer Cosentino spent the night in a hospital, but was not seriously injured. In his official report, filed the next morning, he recommended to his watch supervisor that both Smith and Williams be considered for Chicago Police Department heroism awards.

As a result, Chicago's Mayor Richard J. Daley presented both men with the Chicago Medal of Merit in ceremonies in City Hall on behalf of the citizens of the "Windy City." In addition, the Chicago and Lake County councils of the Navy League proposed that both men be awarded Certificates of Appreciation for outstanding citizenship.

Furthermore, Navyman Smith and his friend Williams were interviewed by Chicago radio and television stations and were presented the "We Need More Like You" awards—small replicas of a Picasso sculpture—from the host of an evening talk-television show. They retold their story to various newspapers and magazines.

After the TV interview, the men of the hour were introduced to Mrs. Cosentino and the five Cosentino children. "After seeing the wife and children," said Smith, "it was all worthwhile."

As his personal token of thanks, Officer Cosentino treated all concerned to a steak dinner—naturally, in the same steak house where it all began.

—Story by JOCS Bob Williams,
Photos by JO2 Mike Holt

"I can tell you, there is - indeed - no place like home."

FEW STORIES have ever captured the attention and imagination of Americans like the continuing tale of the repatriated prisoners of war in Indochina. The widespread public concern for their welfare has exceeded every other consideration of the U. S. involvement in Southeast Asia.

It was no surprise then that the return of the former POWs was a dramatic and highly publicized event, with millions of Americans being able to participate through the miracle of satellite television. Seeing the men who had been kept in captivity—some for eight years or more—come off the planes, bouncing down the ramps and snappily saluting the flag and the officers who were greeting them was a highly emotional experience for Americans of many faiths and political persuasions.

There was, of course, more to the story of the repatriated POWs' return than these well-watched television scenes. In fact, months of preparations and hundreds of hours of work on the part of each service went into making the transition from captivity to normal life as smooth and pleasant as possible.

For the Navy returnees, the transition began at Clark Air Force Base, in the Republic of the Philippines, the central processing site for the former POWs. There a Navy detachment of approximately 90 offi-

eft: Former prisoner of war LT Theodore Stier is reunited with his ife, Yolanda, upon his arrival at Miramar Naval Air Station.

cers—most of whom were assigned as escorts to accompany each returnee to the U. S.—and about 15 enlisted men assisted in the processing procedure.

NAVY RETURNEES reacted favorably to the efforts of the Navy detachment which included their escort officers. Upon arrival at the Clark base hospital, the Navy men were greeted by a Navy medical team. "The returnees were genuinely happy to see us," said one staff surgeon.

After their medical examinations the returnees were introduced to their escorts. Walking through all the paperwork, assisting in arranging for phone calls to be placed to the next of kin, and accompanying returnees to the local base exchange added up to a lot of running around, but one of the escorts summed up the feelings of all of them by saying simply, "It's an honor to do it."

Arranging for the tailoring of approximately 140 uniforms was another time-consuming experience, but handled admirably by the supply officers and their assistants. These men searched through more than 390 boxes of uniforms to find the right sizes and matching colors, as well as a myriad of combinations of ribbons which adorned the new uniforms of the returnees.

IT WAS DETAIL like that which went largely unpublicized but which went a long way toward making the former POWs comfortable during their short stays at Clark. They were then flown to the United States to a number of Navy hospitals and bases, generally the ones closest to their homes. These included places like Boston, Bethesda, Jacksonville, Chicago, Memphis, San Diego and San Francisco.

At these places, preparation and attention to detail were immense. Typical of what it was like were some of the experiences of the former POWs at the Naval Hospital, San Diego. There they were reacquainted with American food in a big way through the efforts of the hospital's food service section.

The section's 192 staff members fixed everything from top sirloin steak to burritos, and all the POW returnees needed to do was ask. The traditional American foods were the most popular with a lot of breakfasts of sausage and eggs; lunches consisted mainly of cheeseburgers and milkshakes.

The former POWs were not restricted to the regular menu at the hospital. Shortly following their arrival, there appeared in their rooms a small white card embossed with the American flag which read, "It is our pleasure to add the following items to our regular menu . . . " and that was followed by a long list, including beefsteaks, hamburgers, milkshakes, banana splits, and even tacos and again, burritos.

When Commander Jim Hutton requested a banana split to give to his new arriving former POW mate, Captain Harry Jenkins, the food service people went on a search for the necessary materials. "We could prepare any food they desired," Gene K. Halpin, food service general foreman, said. "If we didn't have the ingredients here, we went out and bought them on the civilian market."

ALL THE RETURNEES' meals were cooked in the modern and immaculate hospital kitchen by 39 civilian cooks. They were assisted by military personnel in the dietary kitchen and food procurement sections. Working in three shifts around the clock, food service personnel provided meals for patients in addition to the former POWs. For instance, during the week they provided some 3500 breakfasts.

But a look at the more serious side of the story also demonstrates the many months of work and concern by San Diego and other naval bases for the returnees and their families. Some 80 handpicked San Diego area officers were selected to work as close as shadows with local former POWs and their families.

These people had the official, though stiff-sounding

Left: CACO LT James Larue talks with Mrs. Marjorie Jenkins, wife of a former POW. Above: Former POW LCDR "Skip" Brunhaver arrives home to Yakima Valley, Wash., to be reunited with his family and cheered by the entire town.

title of Casualty Assistance Calls Officer (CACO); they served as the families' official contact with the Navy. The typical CACO was a senior naval aviator with an understanding heart and the ability to get things done within the naval establishment. Local area CACOs in San Diego were appointed at the command level as specified by the Commandant of the Eleventh Naval District headquartered in San Diego. The CACO program was monitored by Commander Jo Ann Watkins, who also serves as director of military personnel for the district.

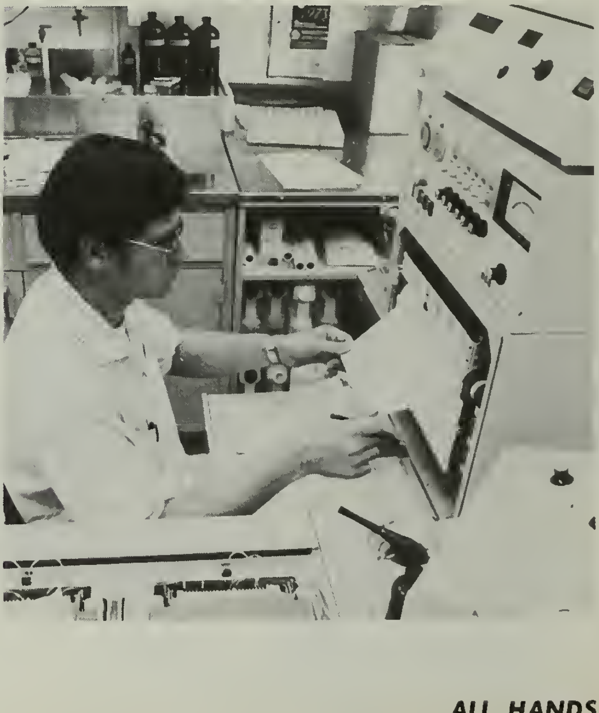
CDR Watkins said the 80 CACOs in the San Diego area included one officer for each primary and secondary next-of-kin for the former POWs and Missing in Action (MIA) from the Eleventh District. "These CACOs were very busy from the first word that American former POWs were to be released," she said.

"The minimum CACO requirement has been a once-a-month contact with the assigned family, but judging from the success of the program, it is evident that liaison has been much closer than that," she added.

FAVORABLE ENDORSEMENT of the program has been received from those it was designed to help. One such person, Lieutenant Commander Frederick Charles Baldock, Jr., one of the 15 San Diego area returnees, said his parents have had nothing but words of praise for the CACO assigned to them. "This has definitely been a great help to the folks. They can't say enough about the fine job their CACO has done," he said.

All along, the Navy tried to make the returnees feel at "home" but that was a task even the Navy couldn't fully accomplish. There is no substitute for being in the place you were born, grew up, and with your own friends and family. So the Navy did what it could—it got them there as quickly as possible.

The final journey in this long odyssey for many of these men was typical of the one taken by Lieutenant



Commander Richard M. "Skip" Brunhaver, a native of Yakima Valley, Wash. Describing himself as "really just a farm boy," he received a real hero's welcome when he returned there several weeks ago.

Yakima is 142 miles southeast of Seattle, a city of 45,000 inhabitants. The valley in which it is situated is known as the "Fruit Bowl of the Nation," the "Hop Capital of the World," and "The Family Country." LCDR Brunhaver was born there 33 years ago in a little spot called Wapato, and his mother still lives in the area.

THE NAVY *Chinook* helicopter which took him to Yakima air terminal from Seattle touched down in perfect weather one afternoon last March. As LCDR Brunhaver stepped off the chopper, four fighter jets in echelon formation streaked above the terminal to signal the start of his triumphal return to the valley. The city's mayor and other dignitaries, as well as his mother, were there to meet him, along with thousands of flag-waving well-wishers, and the 80-member Wapato High School Band playing "Anchors Aweigh." Across the valley, gongs, sirens, chimes and bells were sounded as a gesture of "the deep gratitude and sympathy for what he has endured."

Brunhaver was held captive by the North Vietnamese for seven and a half years, beginning in Aug 65 when his single seat A-4 *Skyhawk* jet malfunctioned and crashed while on a combat mission from the carrier *Midway*. On the day of his return to the valley, however, the lieutenant commander was a different kind of captive—a prisoner of the adoring crowd which gave him a full-fledged welcome and a parade down the main streets of town.

ANOTHER TRIUMPHAL RETURN was experienced by Captain William P. Lawrence, of Nashville, Tenn. A prisoner since 1967, CAPT Lawrence had been shot down while on a bombing mission over North Viet-

At left: Navy corpsmen process blood samples and perform various other tests at Balboa Naval Hospital where the former POWs were given thorough physical checkups. Right and above: The food service department of Balboa Naval Hospital satisfied any culinary wish that the returning POWs, such as LT David Rehmann (top right), may have had.

nam. The day of his return was tagged "Bill Lawrence Day" in Nashville and was highlighted by an appearance before the Tennessee General Assembly, with Admiral Thomas Moorer, chairman of the Joint Chiefs of Staff, acting as his escort.

The celebration of CAPT Lawrence's return lasted for several days, but during some quiet interludes, he had a chance to reflect with newsmen on his days as a POW. Some of his happiest moments, he said, were the times when he heard American combat planes streaking over his prison camp in North Vietnam.

"You have to understand, I'm a real fierce hawk, so I'm sitting there, cheering like everything. I'm thinking, boy, this is the greatest thing that ever happened since I've been a POW," he said.

CAPT Lawrence told the Tennessee legislators that thoughts of his homeland sustained him through long months of captivity, and he even read them a poem he composed about his native state while in prison. "I was in isolation and solitary confinement, living under very uncomfortable circumstances, and I used to think a great deal about my state of Tennessee," he said.

ANOTHER RETURNEE who thought about home a lot was Lieutenant Commander Joseph Charles Plumb, Jr. And his return home to Kansas City, Mo., was no disappointment either. With everything but their spirits dampened by the rain a crowd of more than 800 people attended the welcome home celebrations of their native son.

"I can tell you, there is – indeed – no place like home," he said. "I want to thank all of you wet, smiling faces for coming out here on a day like this to welcome me home. But I want to thank you for something a great deal more important—for the concern

that you have had for me and for the other men in the prison camps of Vietnam."

LCDR Plumb, of Overland Park, Kan., was the pilot of an F-4 *(Phantom II)* which was shot down in May '67, while on a mission over Vietnam. He is a 1964 graduate of the Naval Academy.

During the celebration, sponsored by the Chambers of Commerce of Overland Park, Kan., Kansas City, Mo., and Kansas City, Kan., LCDR Plumb removed a bracelet bearing his name from his mother's wrist. Sixty persons in the crowd presented him with bracelets which also bore his name.

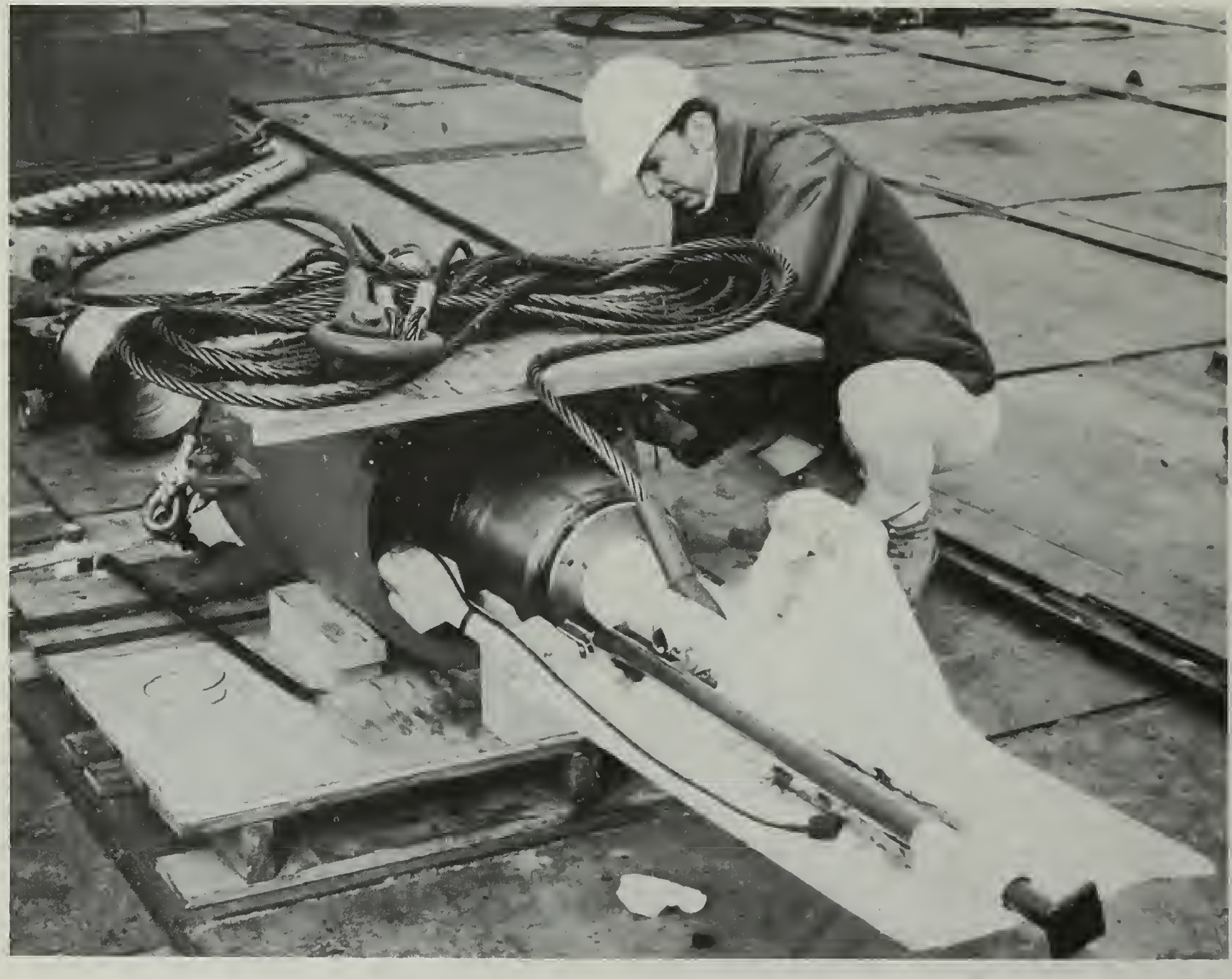
THESE MOVING MOMENTS were repeated over and over again throughout the nation. The returning prisoners hold a special place in the hearts of many Americans, and many were willing to demonstrate this by wearing bracelets, sending letters, and finally cheering them home.

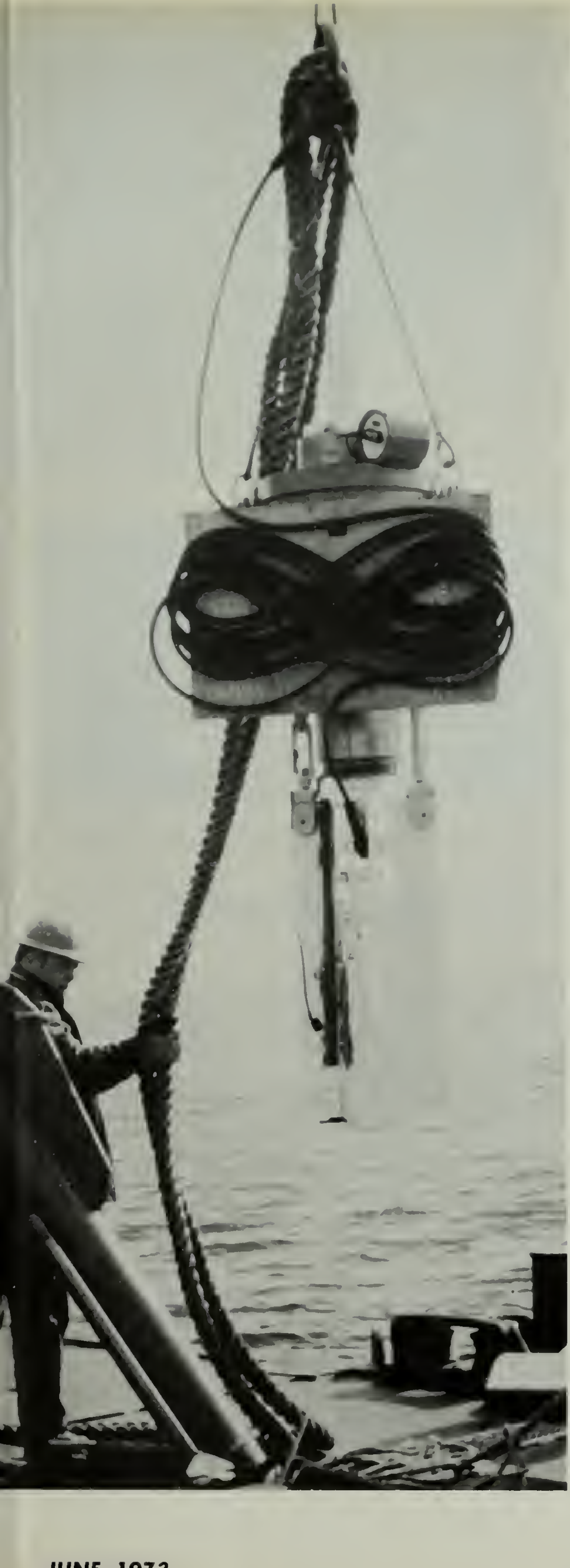
But the story hasn't ended. For the men who have returned home, some after many years of imprisonment, there will be a period of catching up and readjustment to a changing society and a changing way of life. Some jobs, for example, will have to be learned all over again. This is a future chapter in their continuing story—and it is a part in which a great many Americans will be playing a vital role.

*(*ALL HANDS *is indebted to PH1 Jim Davidson, JOC C. T. Craft, JOC Ely U. Orias, JO2 Jim McHaney, and Bill Preston, a reporter for the (Nashville) Tennessean, for the information for this story. Credit is also given to JOCS E. Filtz, PH1 Ken George, PH1 Thom Gardner, PH1 Phillip Morris, PH2 Denny Lawson, JOC Sam Bass, PH1 Davidson, and JOC Orias for the pictures.)*

Far left: Little flags and big smiles were everywhere as "Skip" Brunhaver received long-worn POW bracelets. Left: Former POW CDR William Stark is greeted by his mother, wife and daughter, upon his arrival at Miramar Naval Air Station. Below: Former POW LCDR Joseph Plumb, Jr., hugs his mother as he arrives in Kansas City, Mo. and, above, talks to the press after receiving the keys to the city.

ON THE SCIENTIFIC FRONT





New Exploding Anchor has Greater Power and Operating Depth

A NEW EXPLOSIVE ANCHOR has been developed at Port Hueneme's Civil Engineering Laboratory. It will operate at deeper ocean depths and have a greater holding power than explosive anchors now in use. During its first test, a sawed-off surplus Army gun, using a reduced charge, fired the anchor at a speed up to 200 miles per hour to the ocean floor. It buried itself 15 feet into a silt bottom, covered with at least three feet of sand. Maximum speed that can be attained with the new system is 300 miles per hour.

The NCEL design is a direct-embedment array anchor intended to restrain 20,000 pounds over a long term in any kind of seafloor nearly four miles beneath the ocean surface.

Although additional tests are also scheduled, the initial trial indicated the system is workable; achieves acceptable holding capacities in silt seafloors; and assembles quickly and easily. The first trial also showed that the anchor's revolutionary fluke rotates quickly, showing no distress either when penetrating or being extracted from the ocean floor.

The Naval Facilities Engineering Command which sponsored NCEL's work on the project believes the new anchor will be particularly useful in mooring arrays, instrument platforms, buoys, weather stations and research vessels, all of which usually must remain stationary over long periods of time.

Naval Research Chemists Develop Family of Novel Coating Materials

A FAMILY OF NOVEL coating materials similar to polytetrafluoroethylene, the heat resistant familiar material used in cooking utensils, has been developed by a team of chemists at the Naval Research Laboratory. The material is expected to have important military and industrial uses.

The substance may even have medical applications although none has yet been developed or accepted by the medical profession. One such potential may lie in providing protective coatings or moldings for artificial organ implantation in the human body.

Facing page: Project Engineer Robert Taylor makes last-minute adjustments on the revolutionary new deep-sea anchor. Left: The 1800-lb. anchor is lowered to the water for initial sea trials.

Because of the substance's durability and resistance to seawater, it should also have numerous marine applications in fiber-reinforced plastic composites. In addition, some of the materials may be considered as future lubricant barrier films for complex instrumentation parts because they can withstand higher temperatures than those now in use. Costs would be reduced since the parts could be cleaned without damaging the film.

The new family of coatings may also reduce aircraft maintenance costs since they are readily cleansed of common aircraft surface contaminants and yet will not wash off when planes are cleaned with strong chemical agents.

The product is already being used in the Cornell University Aeronautical Laboratory in its environmental chamber as a protective coating against ultraviolet rays. The substance is resistant to particle generation and is easily cleaned.

The work at Cornell is sponsored by the Environmental Protection Agency and the Office of Naval Research in their continuing search for answers to pollution problems.

Bunker Hill, No Stranger to Shocks, Subjected to Explosions in Pacific

LAST NOVEMBER, USS *Bunker Hill* (AVT 9) was subjected to a series of underwater tests supervised by Commander, Naval Ship Engineering Command. The tests, which conformed to environmental impact regulations and were coordinated with the California Fish and Game Authority and the U. S. Coast Guard, were to obtain data concerning the effects of underwater explosions on naval ships. The effects of the test charges were limited to the immediate area of the ship which was in 600 feet of water about 60 miles off the California coast.

The explosions were not intended to sink the almost 30-year-old *Essex* class carrier, which later was towed back to San Diego and turned over to the Mothball Fleet.

Bunker Hill is no stranger to shocks. Her combat experience reads like a history of the Pacific Theater during World War II. Her airmen were specialists in pursuing and hitting enemy targets in pre-dawn raids —a practice which earned *Bunker Hill* the nickname of "Gray Ghost."

On 11 May 1945, the carrier was struck by two Japanese kamikaze planes which inflicted severe damage upon her. Despite her wounds, however, she steamed to Puget Sound Naval Shipyard where she was decommissioned at the war's end.

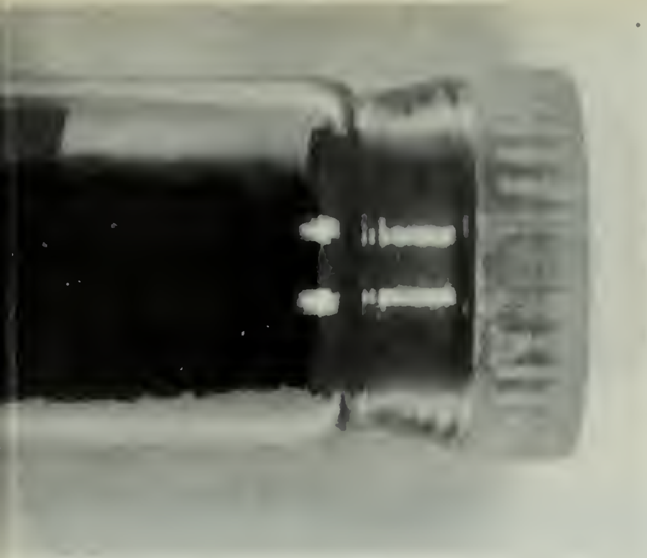
Naval Weapons Lab Investigates Magnetic Properties of Lunar Soil

A FEW GRAMS of lunar material brought back by *Apollo 16* astronauts were scheduled for bombardment by shock waves at the Naval Weapons Laboratory at Dahlgren, Va. The purpose: to help determine what effect shock may have had on the magnetic properties of lunar soil.

Most scientists agree that the moon does not possess two distinct magnetic poles as does the earth. Nevertheless, lunar soil does exhibit permanent magnetic properties which could have been acquired in a variety of ways.

By generating small explosions, the tests conducted at Dahlgren may determine if the magnetic properties of the lunar soil sample could have been acquired when meteors impacted on the moon, or whether the moon may once have had a magnetic field of its own similar to that found on earth.

Four such experiments have been conducted. Preliminary results prove that the material could have lined up with lunar magnetic fields after meteoric impact. However, it will be a long time before it can be



Above and left: A half-gram sample of the lunar soil used by scientists in tests to determine its magnetic properties. Right: The acrylic-hulled submersible NEMO gives its occupants an unobstructed view for studying sharks under the surface.

determined whether the moon possessed a magnetic field like the earth's.

Such factors are important to help understand the origin and evolution of the solar system.

Degree Candidates at PGS Monterey Test Seals for Surface Effects Ship

Air spring seals for a 2000-ton surface effects ship are being tested at Monterey's Naval Postgraduate School by candidates for a master's degree. If successful, the seals will be used on the XR-3, one of four captive air bubble test craft. The other three models are being tested by commercial organizations.

The air-spring seal being researched is used in the craft's thin solid sidewalls which contain the air cushion on which the ship rides. Research is also being conducted on the ship's performance with different ballast loads and pressure distribution under the test craft.

On the XR-3, only one-fourth of the normal hull depth enters the water when the lift fans are in operation. Since there is very little drag, the craft can travel at more than 115 miles per hour. If the NPGS tests are successful and the ship is placed in general use, cargo ships could travel between San Francisco and Honolulu in a day and a half, while passenger liners could speed between Los Angeles and San Francisco in less time than it now takes by train.

Naval Undersea Center Studies Sharks with Submersible Sphere

Some new studies of sharks have recently been concluded by the Naval Undersea Center. This time, researchers used NEMO, a submersible acrylic capsule, which carried them in safety and relative comfort to a depth of 100 feet. Bait was placed in the water around the submersible to attract the sharks as well as other marine life.

The week-long studies took place in waters off California's San Clemente Island. They are part of a continuing program to research dangerous forms of marine life which are a continual threat to Navymen.

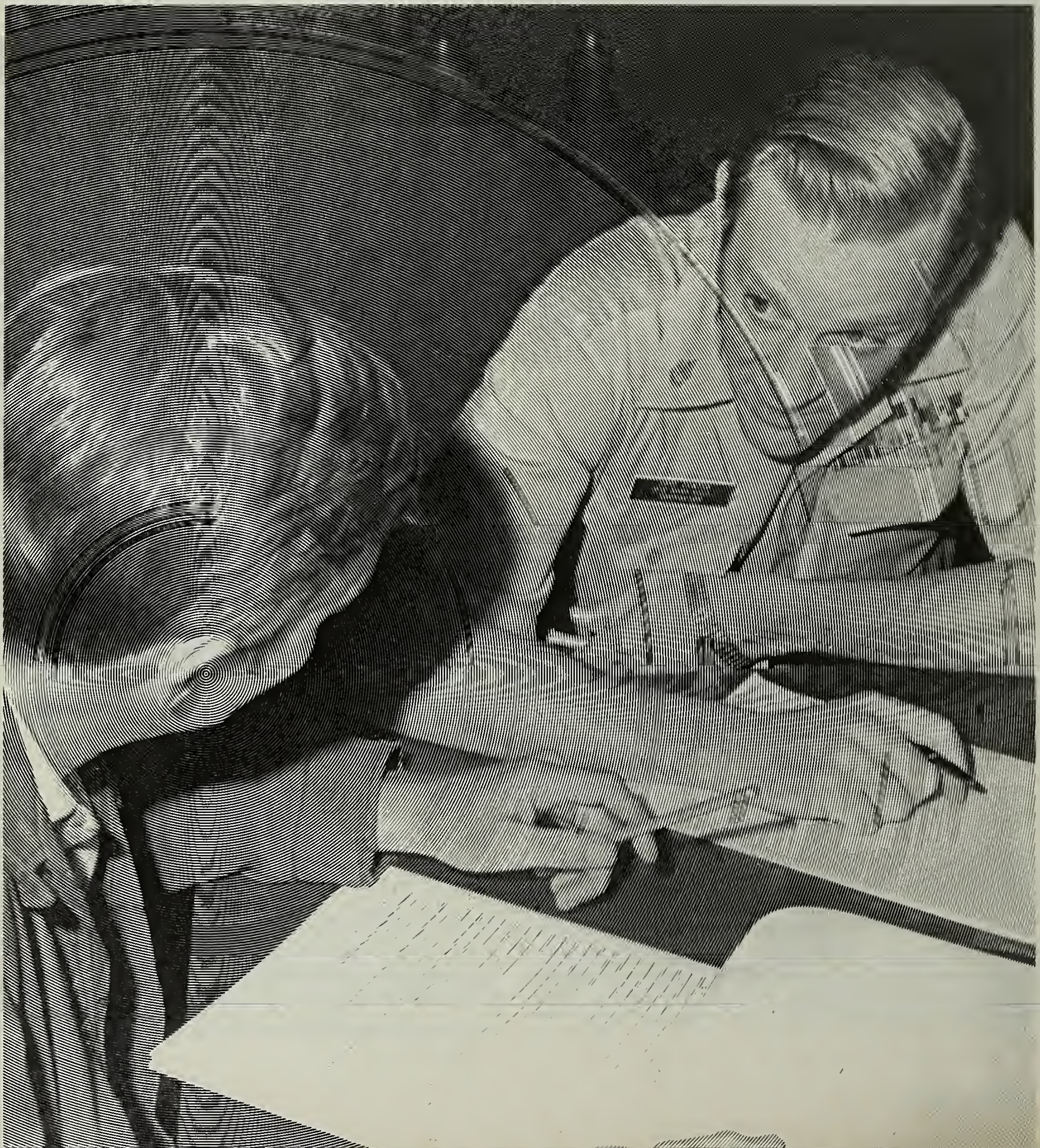
Radar Technique Studied

A doppler radar technique is being developed by the Commerce Department's National Oceanic and Atmospheric Administration. It may prove a boon to Navy pilots who land and take off in areas where there are large bird populations.

The doppler radar, if it proves to be effective, can identify birds on runways. Airport control towers can then estimate their potential danger to aircraft and disperse them, if necessary, with audio equipment or direct air traffic away from the birds.

THE EXPERIMENTAL DRUG USER

. . . and Navy's Counseling Program To Rehabilitate Him



CONTRARY TO POPULAR BELIEF, all drug abusers are not drug-dependent, either physically or psychologically. In fact, in the Navy, drug-dependent personnel make up only a small percentage of the actual number of identified drug abusers. The much larger element of this group is experimenting, seeking a diversion, or reacting to peer pressure. Over the last two years the Navy has identified upwards of 15,000 drug users. Of this total, approximately 2000 have been sent to Naval Drug Rehabilitation Centers (NDRCs)—facilities capable of extensive treatment of drug-dependent individuals.

Recognizing the need for concerned attention to the needs of the drug experimenters and nonaddicted users, the Navy early in 1972 formally initiated the CARE (Counseling And Rehabilitation Effort) Center Program to provide a local resource to commands for screening, counseling and referral services. **By this July, however, the program's name will be changed to Counseling and Assistance Centers.**

The inception of the CARE Center Program dates back to 1971. At several commands, local programs had been developed for drug education and counseling. At the same time there developed a need to extend such efforts Navywide. Responses to a CNO inquiry indicated that local commands felt their most pressing need was for trained personnel to assist individuals who sought help.

Left: A counselee discusses problems with ATC Null, a staff member at CARE center, Naval Station, San Diego. Below: ATAN Punto, a CARE staff member, checks center's growing library.

MUCH OF THE GROUND SWELL was started by the Exemption Program which had been announced in July of 1971. Under this program, individuals who made voluntary disclosures of drug use or possession could receive necessary counseling and treatment, if appropriate, without fear of disciplinary action under the Uniform Code of Military Justice. The Exemption Program generated the requirement not only to evaluate many different levels of drug usage, but also to increase counseling resources.

Thus, in November of 1971, the Human Resource Development Project in the Bureau of Naval Personnel set about expanding local counseling resources. Several training models for counselors were tested and planning workshops were held. As a result the CARE Center Program was conceived. The fleet commanders in chief were given operational control of the billets and finances. The Human Resource Development Project provided policy, administrative, recruiting and training support, while the Centers were placed under the commanding officers of host commands. In July of 1972, CARE Centers officially went "on line."

Today, the CARE Centers are approaching full manning and training status. On an average they are receiving 15 clients a month from local commands for counseling and another 35 a month are dropping in of their own accord. This means that each CARE Center comes in contact with at least 50 people a month, and the total effort involves more than 1500 people monthly. As the resources and activities of CARE Centers become better known to area commanders,

the client load increases. Alcohol abuse counselors are being added to the staffs of centers, and this has increased client numbers.

COUNSELING PROGRAMS are tailored to individual needs. Some people require personal counseling, whereas others benefit from group counseling sessions. To further explain the process, a hypothetical situation might run as follows:

An individual abusing drugs visits with his command Exemption Representative for a detailed explanation of the grant of exemption. Not only does this guarantee that no punitive action will be taken against him because of his drug involvement, but it also assures him the benefit of counseling and/or treatment as required. No service record entry (Page 13) is made (except in cases of LSD use), and a separate Exemption file is maintained on the individual by the command's Exemption Representative.

The commanding officer then sends the man to a medical officer for examination and evaluation. The critical task at this point is to assess the physical condition of the man and to determine the existence and extent of drug dependence. Should the individual be evaluated as physically or psychologically dependent, he would be recommended for transfer to one of the two NDRCs (Miramar or Jacksonville) for extended treatment. If the medical officer judges the man not dependent, he will be returned to his command either for command counseling or referral to an area CARE Center. Many commands have the capacity to counsel individuals, but an increasing number prefer to rely on the expertise available at the CARE Centers.

CARE Centers are staffed with from five to 10 counselors, depending on the size and makeup of the naval community. These personnel all receive at least 60 days of drug abuse counselor training at one of the Drug Abuse Counselor Training Schools located at each NDRC. Here they learn various individual and group counseling methods.

ONCE A COMMAND HAS REFERRED an individual to a CARE Center, the director of the center works closely with the man's commanding officer to keep him informed of the man's progress and the CARE Center staff's evaluation. Initially, a five- to 10-day assessment period is set up, in order to identify more accurately the extent of the individual's problems. Occasionally, this can lead to a modification of the original evaluation and a man might be recommended for NDRC treatment. However, usually this period

Left: The staff of the CARE center. Above: HM1 Bessick, a staff member.

is used to determine and design the best counseling program for the particular individual. Often this will entail counseling sessions at night, with the individual available for full daily duty with his own command. Other cases require more intensive programs. If the director and the commanding officer decide that the individual should be away from his command for a time, the man will be sent TAD to the naval station supporting that center. CARE Centers themselves have no live-in capability.

Following the counseling process, a final evaluation is forwarded to the individual's commanding officer. BuPersNote 6710 of 21 Aug 72 provides detailed administrative procedures for disposition of enlisted members identified as drug abusers.

A review of any center's activities will show that the counselors are involved in many endeavors. Hot-line calls and drop-ins account for additional counselees. CARE Center personnel are encouraged to work with dependents and to go out into the community. Lectures and workshops at local schools or on bases are common to all centers. There are seminars for commands and programs to inform Exemption Representatives of new developments in the drug field. In short, the centers are providing educational, counseling and referral services to their respective communities.

ONE LESSON which CARE Centers learned early was that in order to be effective they had to relate realistically to the military organizations they served. Many rehabilitation programs made false starts by going "psychedelic," by using posters, civilian clothes, multicolored walls, and other similar features to relate to the drug culture. Many believed such techniques were an effective means of reaching drug abusers. Recent studies have shown, however, that the counseling environment must *realistically* reflect the working environment to which the individual will return. The current atmosphere at the CARE Centers is professional in every respect.

The need for the CARE Center counseling service is reflected by more than the increasing number of drop-ins. The centers are evolving as positive forces in social improvement, community relations and general counseling. One counselor summed it up:

"There are a lot of sailors who are young and away from home for the first time, and just want someone to talk with. Others have personal problems and are scared to discuss them on their ship. We always have our doors open, and are always anxious to help people. It's kind of corny, but we really do care. Our basic goal transcends just drug cases. We are trying to help people make appropriate decisions about their goals in life."

CARE CENTERS are not yet fully manned and there is always a turnover of personnel. Talented, motivated and "top performance" individuals are encouraged to look into duty with the CARE Center Program. Individuals can submit a NavPers Form 1306/7 (Request for Transfer) or drop in and discuss the matter with the local CARE Center. The Navy has no greater need than the need for effective leaders and counselors of men.

Counseling and Assistance Centers

CINCPACFLT

NAVPHIBBASE, Little Creek
NAVSTA Norfolk
COMCRUDESLANT Newport
NAS Jacksonville
NAVSTA Mayport
NAVSTA Charleston
NAS Lakehurst
NAS Quonset Point
NAVSTA Roosevelt Roads
NAVSUBBASE New London

CINCPAFLT

NAVBASE Subic
FLEACTS Yokosuka
COMNAVMARIANAS NAS Guam
NAVSTA Pearl
NAS Miramar
NAS Alameda
NAVSTA San Diego
NAVSTA Treasure Island
NAS North Island
NAVSTA Long Beach
NAS Lemoore
NAS Whidbey Island

CINCUSNAVEUR

COMFAIRMED NSA Naples, Italy
COMNAVACT Rota, Spain

Chief of Naval Training

NAVADCOM Great Lakes
NTC Orlando
NAS Corpus Christi
NATTC Memphis
NAS Pensacola

Chief of Naval Material

NAS Patuxent River

• NUCLEAR ENLISTEDS TO DRAW SHORTER SEA TOURS

Nuclear trained enlisted personnel will see a reduced sea tour commencing 1 Jul 1973. The reduction from a six- to five-year tour will be phased in to insure stabilized manning in nuclear powered fleet units. Supervisory personnel having over 20 years' service will have sea tours of only three years; shore tours for these personnel will be lengthened from two to three years. Machinist's mates, enginemen, boiler technicians, electrician's mates and interior communications technicians with NECs 335X, 336X, 338X and 339X will have their tours reduced from 72 to 60 months.

• UNIFORM CHANGE OPTIONAL NEXT MONTH: MORE CLARIFICATION

A reminder: the new enlisted uniform -- double-breasted coat, dress blue trousers, white shirt, tie, CPO cap -- is optional for all hands beginning the first of next month. It will become mandatory in two years, by 1 Jul 75. In the meantime, the white jumper also becomes optional on 1 Jul 73 and will be phased out completely by 1 Jul 75. Either Type A (side creased), or Type B (fore and aft creased, flared) trousers are authorized to be worn with the white jumper and white hat.

The tropical white long uniform, with gold belt buckle and white hat, may also be worn with either Type A or Type B trousers, which are available through the supply system. The new tropical white long uniform, with combination cap and silver belt buckle, may go with either Type A, Type B, or Officer/CPO straight-leg trousers.

• FROCKED CPOs MAY DEFER PAYMENTS FOR NEW UNIFORMS

First class petty officers who have become eligible for frocking (see NavOp 63) may not have to dig into their pockets to pay for new uniforms and accessories, at least just yet. The Navy Resale System Office in Brooklyn, N. Y., has asked all Navy exchanges to provide a deferred payment plan for the new chiefs.

Under this plan, the new CPOs may purchase their uniforms and pay for them after they have received their uniform allowance. In fact, the new chiefs will have up to 15 days after receiving the uniform allowance to make payment. This deferral plan applies to those persons selected for E-7 as a result of the Aug 72 exams. Many of these people have been held back from advancement because of budget cutbacks but have been authorized to wear the new uniform, and avail themselves of all the privileges of their new rank except pay.

• DEMAND FOR DOUBLE-KNITS, DENIM CAUSING UNIFORM SHORTAGE

The double-knits and dungarees you were planning to buy at the Navy Exchange may not be there the next time you look. The Navy Resale System Office in Brooklyn, N. Y., says there is a present worldwide shortage of double-knit and denim material, and the supply of Navy uniforms is suffering. Suppliers are doing their best to meet the demands for the items, but, according to the Resale Office, this might mean a short wait for the Navy man and woman seeking these optional uniforms.

- MASTER-AT-ARMS RATING APPROVED BY SECNAV

A new master-at-arms rating (MA) -- for those in paygrades E-6 through E-9 -- has been approved by the Secretary of the Navy. Those selected for this rating will perform security and law enforcement duties afloat and ashore, such as investigation, apprehension, traffic control and liaison with local law enforcement officials. Persons in all ratings will be considered for conversion to the MA ratings, including E-6 selectees. However, selectees from critically undermanned ratings (CREO groups A and B) will be severely limited. Also, personnel with special skills/NECs listed under CREO Group A are not being encouraged to apply now, unless extenuating circumstances exist which would fully justify conversion from these highly critical rates. In addition, the selection board -- meeting this month -- will consider E-5s with special qualifications for the MA rating.

- NEW NAVY COUNSELOR (NC) RATING

The Navy will have a number of men and women soon with the full-time job of counseling; they'll have a rating all their own -- the Navy Counselor (NC). This new rating was approved by the Secretary of the Navy because of the expanding responsibilities and complexities of career counseling and recruiting. Those initially coming into the new rating must have experience in either recruiting or career counseling and be in pay grade E-6 or above. Qualified E-5s will be eligible, providing they have passed the E-6 exam and are scheduled for advancement. Also, the selection board -- which will meet next month -- will consider E-5s who may have special qualifications for the NC rating. See your personnel officer.

- THREE NAVYMEN NAMED SAILORS OF THE YEAR

Three men representing the two major Fleets and all Navy shore establishments have been named the 1973 Sailors of the Year. They are:

- QM1 Talmadge W. Bohannon, UDT 11--Pacific Fleet
- ET1 Terry H. Sullivan, Seal Team 2--Atlantic Fleet
- AMS2 Leon Walls, TRARON 22--Shore Establishments

Among the benefits these men will receive are meritorious advancements to the next higher pay grade (providing minimum time in rate and length of service requirements are fulfilled), a trip with their dependents to Washington for ceremonies with the Secretary of the Navy, and five days' rest and relaxation at a CONUS location. Watch for more on these men in a later edition of ALL HANDS.

- DETAILING SECTIONS FOR LCDRs AND JUNIOR OFFICERS ARE COMBINED

The Surface Lieutenant Commander Assignment Section of the Bureau of Naval Personnel has been combined with the Surface Junior Officer Assignment Section. This new shop will assume detailing of all surface officers, lieutenant commander and below, including limited duty officers and warrant officers. By next month, the section will also deal with all women line officers, lieutenant commander and below. Phone numbers for the new office are: (area code 202) 694-3341, 694-3351, and autovon 224-3341 and 224-3351.

- ATLANTIC FLEET CUTS BACK STEAMING TIME

A 50 per cent cutback in Atlantic Fleet operations during the last quarter of FY 73 has been ordered by the Commander in Chief of the Atlantic Fleet. The fourth quarter cutback is an extension of the reduction placed on Atlantic Fleet steaming times during the third quarter of this fiscal year and is to make up for the high costs of last year's naval buildup in Southeast Asia.

- NEW CNO FELLOW IS SELECTED

Lieutenant Commander William J. Flanagan, formerly executive assistant to the Assistant Chief of Naval Personnel for Personal Affairs, has been selected as the next Chief of Naval Operations Fellow. The CNO Fellowship is a one-year program which gives young officers an opportunity to observe and participate in the development and administration of naval policies and doctrines. LCDR Flanagan is a graduate of the Massachusetts Maritime Academy.

- TWO MORE SEPARATION ACTIVITIES ARE ACTIVATED

Two more naval activities have been designated as separation processing facilities -- the 20th Naval Construction Regiment, Gulfport, Miss., and the 21st Naval Construction Regiment, Davisville, R. I. The two units were added to the 28 existing activities to help ease overhead costs caused by personnel being transferred to more distant separation facilities before leaving the Navy.

- IF YOU'RE ELIGIBLE, DON'T FORGET TO REGISTER, VOTE

It's not a leap year or even a year divisible by two, but the slogan "get out and vote" still applies. At least six states are conducting primary, general or special elections for a number of political offices. These states include Kentucky, New Jersey, New York, Ohio, Pennsylvania, and Virginia, and there are also a variety of local elections being held. The federal voting assistance program is designed to assist and encourage members of the armed forces, spouses and dependents to participate in elections when they are eligible. For further information, call at your local personnel office.

- COMMENDATIONS AND AWARDS FOR NORFOLK, ALAMEDA FACILITIES

The 1972 Rework Excellence Program Trophy has been awarded to the Naval Air Rework Facility, Norfolk. Given by the Naval Air Systems Command, the award signifies the highest aircraft rework excellence among the five naval air rework facilities in the Atlantic area. The award is based on the command's producing high quality products on schedule, and at a minimum expense to the taxpayer.

Out on the West Coast, two naval facilities at Alameda have been commended for their positive work in helping improve the surrounding environment. The Alameda Naval Air Station and the adjacent Naval Rework Facility both received plaques and letters of commendation from the cities of Alameda, Oakland, San Leandro, Hayward and Fremont. Programs cited were the elimination of liquid waste disposal into adjacent Bay Area waters; modifying selected aircraft for smoke control; and adapting obsolete B-52 exhaust mufflers for use as noise suppressors for A-3 aircraft.

- CIVILIAN EDUCATORS, COUNSELORS VISIT NAVY CENTERS

More than 1000 civilian educators throughout the country have been visiting naval training centers to get a firsthand look at educational opportunities offered by the Navy. These visits are set up by local Navy recruiters and training commands to acquaint teachers, principals and counselors with the variety of subjects taught by the Navy, and the techniques the Navy uses. The tours and discussions are conducted in the hope that educators will be better prepared to explain careers in the Navy to their students.

- FOUR MORE AREAS NOW ON FOREIGN DUTY PAY LIST

The Navy has resumed listing four duty stations as being eligible for foreign duty pay. They are Kwajalein, Marshall Islands; Clausen, Germany; Gibraltar, B.C.C.; and Malta. The reinstatement makes foreign duty pay for personnel in these areas retroactive to 1 Jan 73, as announced in AlNav 32-73. If you are interested in serving in one of these areas or in another foreign duty station, check with your detailer and see what's offered.

- DEADLINE NEARS FOR SOME TO ENROLL IN SURVIVOR BENEFIT PLAN

Of particular interest to those ALL HANDS readers who retired from the Navy before 21 Sep 1972, and who have not yet applied for enrollment in the new Survivor Benefit Plan. Deadline for enrollment is 21 September this year.

Unless you submit your election to participate in the plan on DD Form 1881, or in some other manner acceptable to the Navy Finance Center, Cleveland, Ohio, before the deadline date, you won't be enrolled in the program. And in the event of your death, your widow (or widower) will not receive an annuity from the Navy if you're not covered under this plan.

This is the last opportunity -- between now and 21 Sep 1973 -- for you to enter this program which permits military retirees to provide financial security for a spouse or for dependent children at a very reasonable cost.

For those individuals who are approaching retirement or transfer to the Fleet Reserve from active duty, keep in mind that the provisions of the plan make enrollment automatic for you unless you submit in writing, before your retirement date, that you do not desire to participate in the Survivor Benefit Plan.

- NAVY EASES DEPOSIT PLAN RESTRICTIONS

Persons participating in the Uniformed Services Savings Deposit (10 per cent savings) Plan -- a special program for those assigned to overseas duty stations -- are not authorized to make one withdrawal of any portion of the principal sum in their account. The single withdrawal is authorized when the depositor is returning to the U. S. on leave, is on temporary additional duty (with no permanent change of station involved), or is between consecutive overseas tours. Check AlNav 30-73 for further details.

from the desk of the Master Chief Petty Officer of the Navy

"An Anchor to Windward"

MCPON JOHN D. WHITTET

Last February a disabled military aircraft slammed into an apartment complex in Alameda, Calif. Within the hour, the Executive Secretary of the Bay Area Navy Relief Society auxiliary contacted the local American Red Cross chapter making its assets available to assist the disaster-stricken Navy families.

This is just one of the many ways in which your Navy Relief Society (NRS) helps when help is genuinely needed. A private assistance organization, each year the Navy Relief Society provides tens of thousands of no-interest loans to Navy and Marine Corps personnel and their dependents. In addition, NRS offers physical aid through visiting nurse programs and provides a variety of counseling and family living services. The society's "Navy Relief Course" is so beneficial that many of our career counselors are taking it. Said one E-8 counselor, "I must confess that I did not know enough about Navy Relief to comment about it. I have been critical of certain organizations in the past—and will continue to be—but in the future I think that I can say that Navy Relief will not be subject to my criticism; NRS is a friend."

All too often, Navymen and their families do not understand Navy Relief or even know it exists. Typical examples for which assistance is granted include: educational assistance, medical expenses not covered under CHAMPUS, funeral expenses, emergency assistance to widows and additional special assistance to widows and dependent mothers over 65, special care and training of handicapped children, keeping children in school, travel in certain cases of illness or death, and transportation for widows to return to home and family. In 1972 alone, the Navy Relief Society lent, without interest, some $1.7 million to 2135 dependent sons and daughters of Navy and Marine Corps personnel for education at accredited colleges and vocational schools.

Another category of Navy Relief is basic maintenance brought about by delay of emergency allotments or government benefits. Not long ago when the depletion of our fiscal year 1972 travel funds forced a delay in payment of many Navy travel claims, NRS offered to lend, at no interest, the money due each of the Navy personnel affected by the shortage, with the realization that need was presumptive.

But don't get the idea that Navy Relief is some sort of a giveaway program. In order to receive a loan from Navy Relief, you must be willing to accept responsibility for suitable repayment in accordance with your circumstances.

In severe cases, however, the ability to repay is sometimes impaired, and the society's officers may "write off" the loan after careful review. The yearly average of these "write offs" or gratuities is well over a million dollars. Generally, the resources of the society are not available as a matter of convenience to maintain a certain standard of living, finance business ventures, vacations, home purchases, income taxes, or to purchase and pay for nonessential items like TV sets, motorcycles, or to make the monthly installment on an expensive car.

The society's work is carried out by a small number of employees and by some 7000 dedicated volunteers who are located at 54 auxiliaries and 57 branches around the world. To apply for assistance, no collateral is needed or requested. Your uniform and ID card are the only "co-signers" you need. Applications for assistance may be made at any auxiliary or branch office, through a local American Red Cross Chapter, through the aid society of the other military services, or directly to the headquarters of the Navy Relief Society, located at suite 1228, 801 North Randolph Street, Arlington, Va. 22203, area code (202) 692-4904.

As I mentioned earlier, the Navy Relief Society is a private organization. It is supported entirely by private funds and donations from Navy men and Navy women like yourself.

The society does have a "r[illegible] fund," established during World War II by friends of the Navy and Marine Corps. This reserve fund provides over a million dollars annually in interest and dividends. It pays for virtually every administrative cost of the society and assures that whatever you contribute to the Navy Relief Society will be used solely for the purpose of helping a shipmate or his dependents.

The Navy Relief Society is really your society. It exists to help you. As its motto, "an anchor to windward," suggests, the Navy Relief Society is on your side when you need a friend.

Reshaping the Navy

CUTBACKS AND CONSOLIDATIONS

WAR DEMANDS a buildup of men, weapons, bases, ships and planes; peace urges a scaling down, a return to the "normal."

Now with a ceasefire in Vietnam and the return of United States forces from the Republic of South Vietnam, America's defense team has moved toward a reduction and/or consolidation of facilities, including Navy ships and facilities. Secretary of Defense Elliot L. Richardson recently announced a total of 274 scale-down actions to be taken by the Defense Department in a move to cut expenditures between now and June 1974, or soon thereafter. Listed on these pages are those changes which affect the Navy. (Elsewhere in this issue are listed Navy ship inactivations.)

Altogether, approximately $3.5 billion is expected to be saved over the next 10 years as a result of these DOD cutbacks and consolidations. This includes a reduction of some 42,800 military and civilian positions from the Defense payroll.

Each of the three military services is affected by the widespread actions in 32 states, the District of Columbia and Puerto Rico. The Army's manpower strength is being reduced to 804,000 troops by June 1974 (from a high of 1.6 million in 1968). The Air Force will lose 8313 aircraft by next year from a 1968 ceiling of 12,535.

THE NAVY IS TRIMMING both its fleet and air arm forces in the economy move. The active fleet ship level will be down over a decade from a total of 917 ships (in June 1964) to 523 ships (in June 1974), and active fleet aircraft down from 5014 to 3956 over the same period.

These realignments, the Department of Defense reports, will enable the armed forces to allocate resources to high-priority areas such as modernization of forces, research and development, readiness and maintenance of "strategic sufficiency."

In the Navy Department, some 30,000 positions will be eliminated or absorbed. Navy civilian employees whose positions are to be abolished as a result of a base or unit disestablishment or closure will be assisted in obtaining other acceptable employment, the Pentagon said.

Eligible career employees will be registered in the DOD Priority Placement Program and the Civil Service Commission's Displaced Employees Program for referral and consideration in other vacancies within the Defense Department, and by other federal departments and agencies. Also, DOD will maintain contact with the Department of Labor, state employment offices and private industry to assist employees in either placement or retraining for positions in the private employment market. In those cases where career civilian employees are being relocated to another Defense activity (approximately 11,000 Navy positions will be transferred), transportation and moving expenses will be paid by the government.

The same transportation provisions, of course, apply to military personnel and their dependents who are eligible for government transportation according to regulations. An estimated 45,000 Navymen will be moved as a result of this particular scale-down.

BELOW IS A SUMMARY of the principal actions to be taken by the Navy Department, followed by a more specific listing of affected activities by state and location:

- Naval shipyards at Hunters Point, Calif., and Boston, Mass., will be closed. Retain one carrier drydock for emergency repair at Hunters Point.
- The greater portion of the naval complex at Long Beach, Calif., will be phased out by the reduction, realignment or disestablishment of activities. This will result in some increased operations at the Naval Shipyard, Long Beach.
- The naval complex at Boston, Mass., will be greatly reduced by the realignment or disestablishment of certain activities.
- Most of the naval complex at Newport and Quonset Point, R. I., will be phased out. However the Naval Construction Battalion Center, the Naval Schools Command and the Naval Underwater Systems Weapons Center in that complex will remain.
- The Naval Station complex, Key West, Fla., will be disestablished, resulting in a substantial increase of operations at the nearby Naval Air Station, Key West.
- Significant reductions and realignments of activities will take place at the naval complex, New York City, N. Y.
- The Navy's Pacific Missile Range at Point Mugu, Calif., will be converted to a contractor operation.

- Naval Air Station, Imperial Beach, Calif., will be disestablished.
- Naval activities at the Naval Air Station, Alameda, Calif., will be reduced or realigned.
- Naval Air Station, Albany, Ga., will be disestablished and excessed. Nearby the Marine Corps Supply Center will increase its operations.
- Naval Air Station, Glynco, Ga., will be disestablished.
- Naval Training Center, Bainbridge, Md., will be closed, except for the Prep School.
- Naval Air Engineering Center at the Naval Shipyard, Philadelphia, Pa., will be disestablished and essential functions relocated to other naval activities. Also, the Marine Corps Supply Center in Philadelphia will be closed and essential functions relocated to other Marine Corps supply facilities.
- Naval Hospitals at Portsmouth, N. H., Chelsea, Mass., and St. Albans, N. Y., will be closed.
- Naval Air Station, Lakehurst, N. J., will be substantially reduced with operations of the adjacent Naval Air Test Facility, Lakehurst, increased.

In addition, a number of ships homeported at some of the naval complexes mentioned are slated to be inactivated. Announcement of these ship inactivations had not been made public at press time, but will appear in a subsequent issue of ALL HANDS as soon as plans are completed.

SHIP INACTIVATIONS

IN ADDITION to the cost-reduction actions being taken ashore, 11 Pacific Fleet and four Atlantic Fleet ships—averaging 26 years in age—have been named for retirement from the active force by the end of June 1974. Furthermore, the Military Sealift Command expects very soon to remove 16 ships from service in the Far East.

With the exception of one ocean escort, all the Pacific Fleet losses will be destroyers. The Atlantic Fleet cuts include three DDs and an antisubmarine warfare carrier. All 16 MSC ships, hull numbers of which have not yet been made public, are tank landing ships operating out of MSC Far East headquarters in Yokohama, Japan, in support of U. S. forces in Southeast Asia.

The Pacific Fleet ships to be retired are: USS *Hamner* (DD 718), *Southerland* (DD 743), *Buck* (DD 761), *Dennis J. Buckley* (DD 808), *Rupertus* (DD 851), and *Floyd B. Parks* (DD 884), all homeported in San Diego; *Hollister* (DD 788), *Eversole* (DD 789), *Ozbourn* (DD 846) and *Hooper* (DE 1026), homeported in Long Beach; and *James C. Owens* (DD 776), in San Francisco.

The Atlantic Fleet ships are USS *Intrepid* (CVS 11), homeported in Quonset Point, R. I.; *William R. Rush* (DD 714), homeported in Newport; *Moale* (DD 693), homeported at New York; and *Ault* (DD 698), in Galveston, Tex.

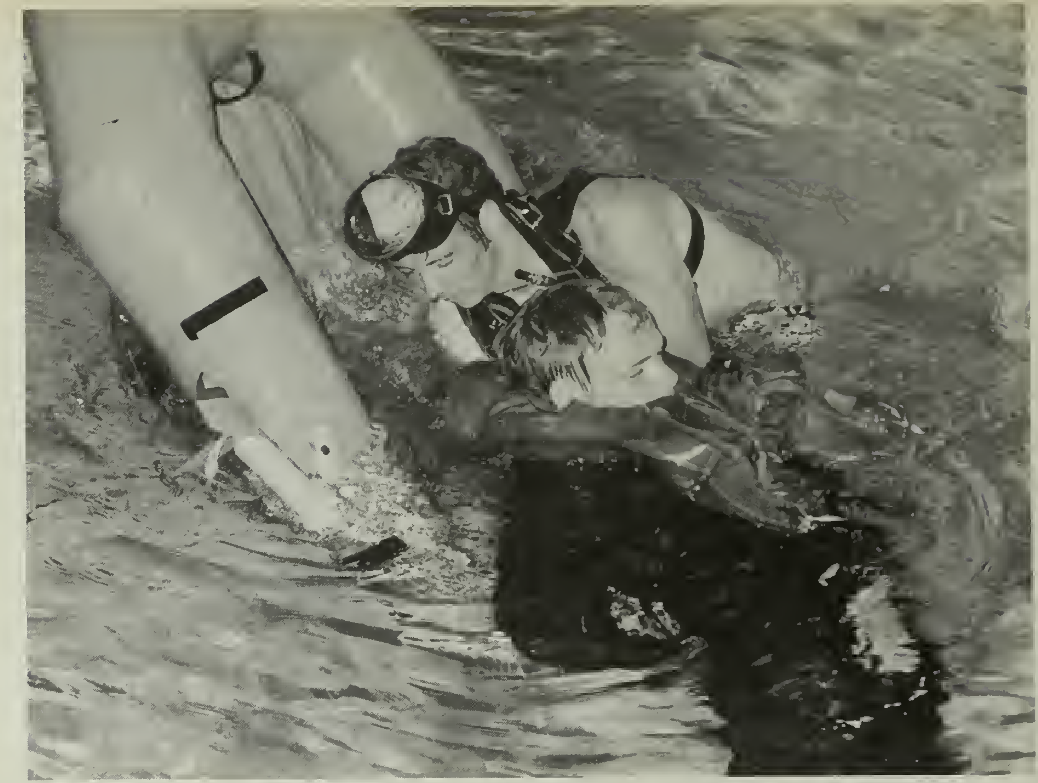
Although laying up 16 LSTs of the Military Sealift Command will result in a 719-man reduction of this seagoing work force, no American civil service seamen will lose jobs as a result, according to MSC sources. Six of the 10 remaining LSTs are the newer 1156 class ship, all manned by U. S. seamen. The other four, all 542 class, will be manned by Korean seamen. In recent years, all World War II vintage 542 class LSTs have been manned by foreign nationals for the Military Sealift Command.

State	Location	Activity	Disestablished or Relocated to	Effective Date
California	Alameda	Naval Air Station	Various Locations	JUN 74
		Commander, Fleet Air Alameda	Disestablished	JUN 74
		Flag Administrative Allowance Unit, Commander Fleet Air Alameda	Disestablished	JUN 74
		Detachment A, Flag Administrative Unit, Commander Naval Air Force, Pacific Fleet	Disestablished	JUN 74
		Naval Construction Battalion Unit 409	Disestablished	JUN 74
		Naval Training Equipment Center Representative Office	Disestablished	JUN 74
		Aviation Squadron VR-30 & VR-21 Det	NAS Moffett Field, Calif.	JUN 74
		Tactical Electronic Warfare Squadron VAQ-130	NAS Lemoore, Calif.	JUN 74
	Imperial Beach	Naval Helicopter Squadrons	NAS North Island, San Diego	JUN 74
		Naval Air Station	Disestablished/NAS Miramar	JAN 75
		Naval Air Reserve Helicopter units	NAS North Island, San Diego	
	Long Beach	Naval Base	Disestablished	JUN 74
		Commander Cruiser-Destroyer Force Pacific Fleet Representative	Disestablished	JUN 74
		Naval Ordnance Systems Command Support Office	Disestablished	JUN 74
		Naval Fleet Training Center	Disestablished	JUN 74
		Mine Divisions 32, 33, 34, 35	Disestablished	JUN 74
		Food Management Team	Disestablished	JUN 74
		Navy Supply Center	Disestablished	JUN 74

State	Location	Activity	Disestablished or Relocated to	Effective Date
		Naval Station	Disestablished	JUN 74
		Naval Hospital Annex (USS Repose)	Disestablished	JUN 74
		Cruiser-Destroyer Flotilla 3; Destroyer Squadrons 3, 9, 13, 19, 29 and 35; Mobile Technical Unit 11; Amphibious Squadron 7	Naval Base, San Diego	JUN 74
		31 ships	Naval Base, San Diego	JUN 74
		7 ships	Naval Base, Pearl Harbor	JUN 74
		4 ships	NAS Alameda	JUN 74
		1 ship	Naval Shipyard, Bremerton, Wash.	JUN 74
		3 ships	Naval Base, Charleston, S. C.	JUN 74
		1 ship	Undetermined Location	
	Pasadena	Naval Undersea Center, Pasadena Lab	Naval Undersea Center, San Diego	JUN 74
	Point Mugu	Pacific Missile Range	Convert to Contractor Operation	DEC 74
	Port Hueneme	Naval Civil Engineering Laboratory	Disestablished/Construction Battalion Center, Port Hueneme	DEC 73
			Naval Undersea Center, San Diego	DEC 73
			Naval Coastal Systems Laboratory, Panama City, Fla.	DEC 73
	San Francisco	12th Naval District	11th Naval District, San Diego	JAN 74
		Hunters Point Naval Shipyard	Caretaker Status Except Drydock 4/Naval Shipyard, Long Beach	JUN 74
			Naval Shipyard, Mare Island, Calif.	JUN 74
			Naval Support Activity, Vallejo, Calif.	JUN 74
			Naval Shipyard, Norfolk, Va.	JUN 74
			Various Locations	JUN 74
	Vallejo	Mare Island Lab, Naval Shipyard (rubber, paint, metallurgy, materials)	Naval Ship Research and Development Center, Annapolis, Md.	DEC 73
District of Columbia	Anacostia	Defense Language Institute, East Coast Branch	Army's Fort Monmouth, N. J.	DEC 74
	Navy Yard	Navy Personnel Research and Development Laboratory	Disestablished/Naval Personnel and Training Research Laboratory, San Diego	FEB 74
		Navy Experimental Diving Unit (Detachment of 14 military/40 civilian positions will remain at the Yard)	Naval Coastal Systems Laboratory, Panama City, Fla.	AUG 74
		Naval Training Publications Division	Naval Training Publications and Examining Center, NAS Pensacola	MAR 74
Florida	Key West	Naval Station	Disestablished	MAR 74
		Naval Message Center	NAS Key West	MAR 74
			Naval Communications Station, Puerto Rico	MAR 74
		Naval Base	Disestablished	MAR 74
		Commander, Key West Force	Disestablished	MAR 74
		Submarine Squadron 12 & Submarine Divisions 121 and 122	Disestablished	MAR 74
		Fleet Training Group	Disestablished	MAR 74
		Destroyer Squadron 18	Naval Station, Mayport, Fla.	MAR 74
		Fleet Sonar School	Naval Base, Norfolk, Va.	MAR 74
		Underwater Swimmer's School	Naval Base, San Diego	MAR 74
		Submarine Rescue Detachments;	Naval Base, Norfolk, Va.	MAR 74
		Auxiliary Submarine Rescue Ship 16;	Naval Base, Norfolk, Va.	MAR 74
		1 submarine	Naval Base, Norfolk, Va.	MAR 74
		Submarine Rescue Detachment;	Naval Base, Charleston, S. C.	MAR 74
		1 submarine	Naval Base, Charleston, S. C.	MAR 74
		NAS Naval Air Test & Evaluation Sq. 1	NAS Patuxent River, Md.	JUN 74
	West Palm Beach	Undersea Test and Evaluation Center	Fort Lauderdale, Fla.	DEC 73
Georgia	Albany	Naval Air Station	Caretaker Status/NAS Key West, Fla.	JUN 74
	Brunswick	NAS, Glynco	Closed/NAS Pensacola, Fla.	DEC 74
			Dam Neck, Va.	DEC 74
			NAS Memphis, Tenn.	DEC 74
Hawaii	Lualualei	Naval Ammunition Depot, Oahu	Closed/Pacific Fleet Activities	JAN 74
			Naval Weapons Station, Concord, Calif.	JUN 74
			Naval Torpedo Station, Keyport, Wash.	JUN 74
			Naval Ammunition Depot, Crane, Ind.	JUN 74
			Naval Weapons Station, Seal Beach, Calif.	JUN 74
Illinois	Great Lakes	Naval Publications and Examining Center	Disestablished/Naval Publications and Examining Center, Pensacola	MAR 74
		Naval Electronics Supply Office	Disestablished/Naval Ship Parts Control Center, Mechanicsburg, Pa.	DEC 74
Maryland	Bainbridge	Naval Training Center	Disestablished/Other Naval Training Activities in U. S.	JAN 75
		Navy Nuclear Power School	NTC Orlando, Fla.	JAN 75
	Indian Head	Naval Research and Development Office of Naval Ordnance Station	Naval Ordnance Laboratory, White Oak, Md.	DEC 73
	St. Inigoes	Naval Electronics Systems Test and Evaluation Facility, Webster Field	Closed/Naval Electronics Laboratory Center, San Diego	DEC 73
Massachusetts	Boston	Naval Shipyard	Closed to Caretaker Status/Various Locations	JAN 75
			Naval Shipyard, Philadelphia	JAN 75

State	Location	Activity	Disestablished or Relocated to	Effective Date
			Naval Supply Center, Norfolk, Va.	JAN 75
			Naval Supply Center, Charleston, S. C.	JAN 75
			Naval Shipyard, Norfolk, Va.	JAN 75
		Naval Support Activity	Disestablished	DEC 74
		Naval Reserve Supplement Headquarters	Disestablished/3rd Naval District	JAN 74
		Naval Hospital, Chelsea	Disestablished/Other Naval Hospitals	DEC 74
		Naval Area Audit Office	Disestablished	JAN 75
		Naval Finance Office	Disestablished	JAN 75
		Naval Electronics Office	Disestablished	JAN 75
		First Naval District functions	3rd Naval District	JAN 75
		Naval Supervisor of Shipbuilding Office	Disestablished	JAN 75
		Naval Courier Service Detachment	Disestablished	JAN 75
		Navy Exchange	Disestablished	JAN 75
		Navy Band	Disestablished	JAN 75
		Navy Correctional Center	Disestablished	JAN 75
		Fleet Supply Operations Assistance Team	Disestablished	JAN 75
		Marine Barracks	Disestablished	JAN 74
Nebraska	Omaha	Naval Support Activity, Fort Omaha	Disestablished	JAN 74
New Hampshire	Portsmouth	Naval Disciplinary Command	Disestablished/Other DOD Locations	JUN 74
		Naval Hospital	Disestablished/Other Naval Hospitals	DEC 74
		Navy Exchange	Disestablished	DEC 74
		Marine Barracks	Disestablished/Other MC Activities	JUN 74
New Jersey	Lakehurst	Naval Air Station	Naval Air Test Facility, Lakehurst	JUN 74
		Helicopter Squadrons HS-15 and HSL-30 & 32	NAS Norfolk	JUN 74
		Helicopter Squadron HC-2	NAS Jacksonville, Fla.	JUN 74
			NAS Cecil Field, Fla.	JUN 74
		Marine Barracks	Disestablished	JAN 74
New Mexico	Albuquerque	Naval Weapons Evaluation Facilit	Naval Missile Center, Point Mugu, Calif.	AUG 73
New York	Brooklyn	Naval Strategic Systems Navigation Facility	Disestablished/Naval Air Development Center, Warminster, Pa.	JUN 74
		Naval Support Activity	Naval Station Annex, Brooklyn	DEC 74
		Third Naval District functions		DEC 74
		Military Sealift Command, Atlantic	Naval Station Annex, Brooklyn	DEC 74
		Navy Exchange	Naval Station Annex, Brooklyn	DEC 74
		Navy Finance Office	Naval Station Annex, Brooklyn	DEC 74
		Navy Recruiting District Office	Naval Station Annex, Brooklyn	DEC 74
		Public Affairs Office, East Coast	Disestablished	DEC 74
		Navy Armed Forces Police Detachment	Disestablished	DEC 74
		Naval Office of the Assistant Supervisor of Salvage	Disestablished	DEC 74
		Naval New York Detachment of the Inactive Ships Maintenance Activity, Philadelphia	Disestablished	DEC 74
		Naval Audit Office	Disestablished	DEC 74
		Office of Naval Research, Area Representative in New York	Disestablished	DEC 74
		Naval Oceanographic Office, New York Representative	Disestablished	DEC 74
		Marine Barracks	Disestablished	JAN 74
	St. Albans	Naval Hospital	Closed/Naval Hospital, Portsmouth, Va.	MAR 74
			Naval Hospital, Philadelphia, Pa.	
			Naval Hospital, Charleston, S. C.	
	Scotia	Naval Correspondence Course Center	Closed/Naval Training Publications and Examining Center, Pensacola, Fla.	MAR 74
Pennsylvania	Philadelphia	Naval Air Engineering Center, Naval Shipyard	Closed/Naval Air Test Facility, Lakehurst, N. J.	DEC 74
			Naval Air Test Center, Patuxent River, Md.	DEC 74
		Marine Corps Supply Activity	Closed/Marine Corps Supply Center, Albany, Ga.	JUL 76
		Fourth Marine Corps District	Elsewhere in Philadelphia	
Rhode Island	Newport	Naval Supply Center	Disestablished/Naval Schools Command, Newport	JUN 74
		Naval Station	Disestablished/Naval Schools Command, Newport	JUN 74
		Naval Public Works Center	Disestablished/Naval Schools Command, Newport	JUN 74
		Naval Base	Disestablished	JUN 74
		Naval Mobile Technical Unit 8	Disestablished/Naval Base, Charleston, S. C.	JUN 74
		Naval Fleet Training Group and Center	Disestablished/Naval Base, Norfolk, Va.	JUN 74
		Naval Ordnance Systems Command Office, Atlantic	Disestablished	JUN 74
		Naval Construction Battalion Unit 408	Disestablished	JUN 74
		Atlantic Fleet Combat Camera Group	Disestablished	JUN 74
		Navy Food Management Team	Disestablished	JUN 74
		Navy Laundry Team	Disestablished	JUN 74
		Naval Communications Station	Naval Schools Command, Newport	JUN 74

State	Location	Activity	Disestablished or Relocated to	Effective Date
		Cruiser-Destroyer, Atlantic; Cruiser-Destroyer Flotilla 2; Destroyer Squadron 24; Destroyer Development Group and 18 ships	Naval Base, Norfolk, Va.	JUN 74
		Destroyer Squadrons 10 and 12; Service Squadron 2 and 10 ships	Naval Base, Mayport, Fla.	JUN 74
		10 ships	Naval Base, Charleston, S. C.	JUN 74
		USS Nitro (AE 23)	Naval Ammunition Depot, Earle, Bayonne, N. J.	JUN 74
	Quonset Point	Naval Air Station	Closed/NAS South Weymouth, Mass.	JUN 74
			NAS Jacksonville, Fla.	JUN 74
			NAS Cecil Field, Fla.	JUN 74
			Naval Construction Battalion Center, Davisville, R. I.	JUN 74
		Naval Air Rework Facility, NAS	Naval Air Rework Facility, Norfolk, Va.	JUN 74
			Naval Air Rework Facility, Cherry Point, N. C.	JUN 74
			Naval Air Rework Facility, Jacksonville, Fla.	JUN 74
			Naval Air Rework Facility, Pensacola, Fla.	JUN 74
			Naval Air Rework Facility, Alameda, Calif.	JUN 74
			Naval Air Rework Facility, San Diego, Calif.	JUN 74
			Other Locations	JUN 74
		Naval Weather Facility	Disestablished	JUN 74
		Naval Hospital	Disestablished/Other Naval Hospitals	JUN 74
		Naval Advance Underwater Warfare Det	Disestablished	JUN 74
		Navy Carrier Antisubmarine Warfare Air Group, Quonset	Disestablished	JUN 74
		Commander, Fleet Air Quonset Point Staff	Disestablished	JUN 74
		Naval Air Maintenance Training Det	Disestablished	JUN 74
		Antisubmarine Warfare Group Four, Quonset	Disestablished	JUN 74
		Naval Air Reserve Training Detachment	Disestablished/NAS South Weymouth, Mass.	JUN 74
		Naval Composite Squadron 2 Detachment	Disestablished	JUN 74
		Navy Commissary Store	Disestablished	JUN 74
		Navy Air Engineering Support Unit	Disestablished	JUN 74
		Navy Exchange	Disestablished	JUN 74
		Explosive Ordnance Detachment	Disestablished	JUN 74
		Marine Barracks	Disestablished	JUN 74
		Navy Management Systems Development Office Detachment	NAS North Island, San Diego, Calif.	JUN 74
		NAS support personnel	Naval Construction Battalion Center, Davisville, R. I.	JUN 74
		Aviation Squadrons VS-22, 24, 30, 31	NAS Cecil Field, Fla.	JUN 74
		Helicopter Squadrons HS-1, 3, 7, 11	NAS Jacksonville, Fla.	JUN 74
		Helicopter Naval Reserve Squadron HS-74	NAS South Weymouth, Mass.	JUN 74
		Aviation Squadron VXE-6	NAS Point Mugu, Calif.	JUN 74
		Air Fleet Staffs and Detachments	Norfolk, Va.	JUN 74
Tennessee	Memphis	Naval Publications and Examining Center, Naval Air Station	Disestablished/Pensacola, Fla.	DEC 74
Virginia	Norfolk	Fifth Naval District functions	Eighth Naval District	JAN 74



SEARCH AND RESCUE SCHOOL — WETSUIT

"TOWER, THIS IS 405. I have experienced a flameout, 125 degrees, 35 miles from the ship and am ejecting." A chilling radio transmission, fortunately rare in naval aviation, but it's one to which every aviator is trained to respond.

When it occurs, help usually comes in the form of a rescue helicopter carrying aircrewmen trained in open ocean search and rescue techniques.

These "wetsuit aircrewmen" are trained specialists who must be ready to enter the water—day or night—and be able to perform under adverse conditions. Their job requires exceptional mental and physical skill; they also must have a complete knowledge of survival equipment and the use of such gear.

Two Search and Rescue (SAR) schools are operated by the Navy in training these aircrewmen, one each for east and west coast fleet activities. Helicopter Antisubmarine Squadron One at the Quonset Point Naval Air Station operates the east coast's SAR school. Since HS-1 convened the school in October 1971, more than 200 students have received training.

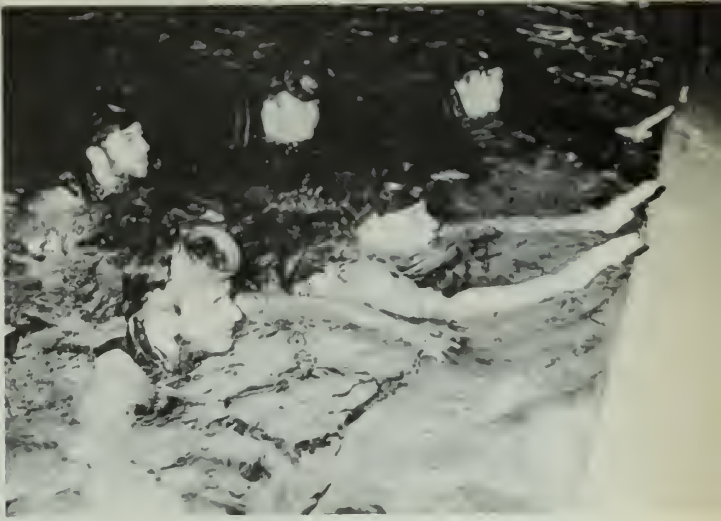
Recent Navy policy has established that all HS and HSL squadrons will have wetsuit aircrewmen onboard all flights involved in antisubmarine warfare (ASW) missions. All aviation antisubmarine warfare operators (AW) aircrewmen assigned to these squadrons, plus designated helicopter rescue aircrewmen from HC squadrons and air station helo SAR detachments, will be required to complete the Helicopter Rescue Aircrewmen course.

OLDER AND MORE SENIOR AW petty officers at HS-1, many of whom had not taken this SAR course, had doubts about passing the rigorous training.

Commander Frank M. Suzan, HS-1 commanding officer, aware of this concern, felt that if he and some of the more senior AW petty officers could pass the course, this would show the rest that the course was not that difficult. As a result CDR Suzan, AWCs Gary Lobdell and Reuben W. Eckles, and AW2s Donald Smith and Gordon Griffin participated in a two-week condensed version of the course last November. Although shortened, no aspect of the regular four-week course was eliminated; reduction in length was achieved through abbreviation of the conditioning periods.

The four weeks of classroom and swimming pool instruction included types and uses of rescue devices, rescue swimming strokes and an aircrewman's response to various situations. Major considerations, such as wind, sea state, equipment, water temperature, and survivor condition, are covered in lectures, and problems are posed for the students.

POOL INSTRUCTION is vigorous; students must pass the Navy first class swimmers' test and a lifesav-



TRAINING

ing test. They are required to swim a one-quarter-of-a-mile buddy swim for 45 minutes, without the use of their hands. Proper water entry from a helicopter to avoid self-injury is mastered by jumping from a 10-foot platform. The students also learn how to free themselves and release an unconscious survivor from entanglement in a parachute in the water.

First aid instruction is included to enable the students to care for an injured survivor until professional medical help is available.

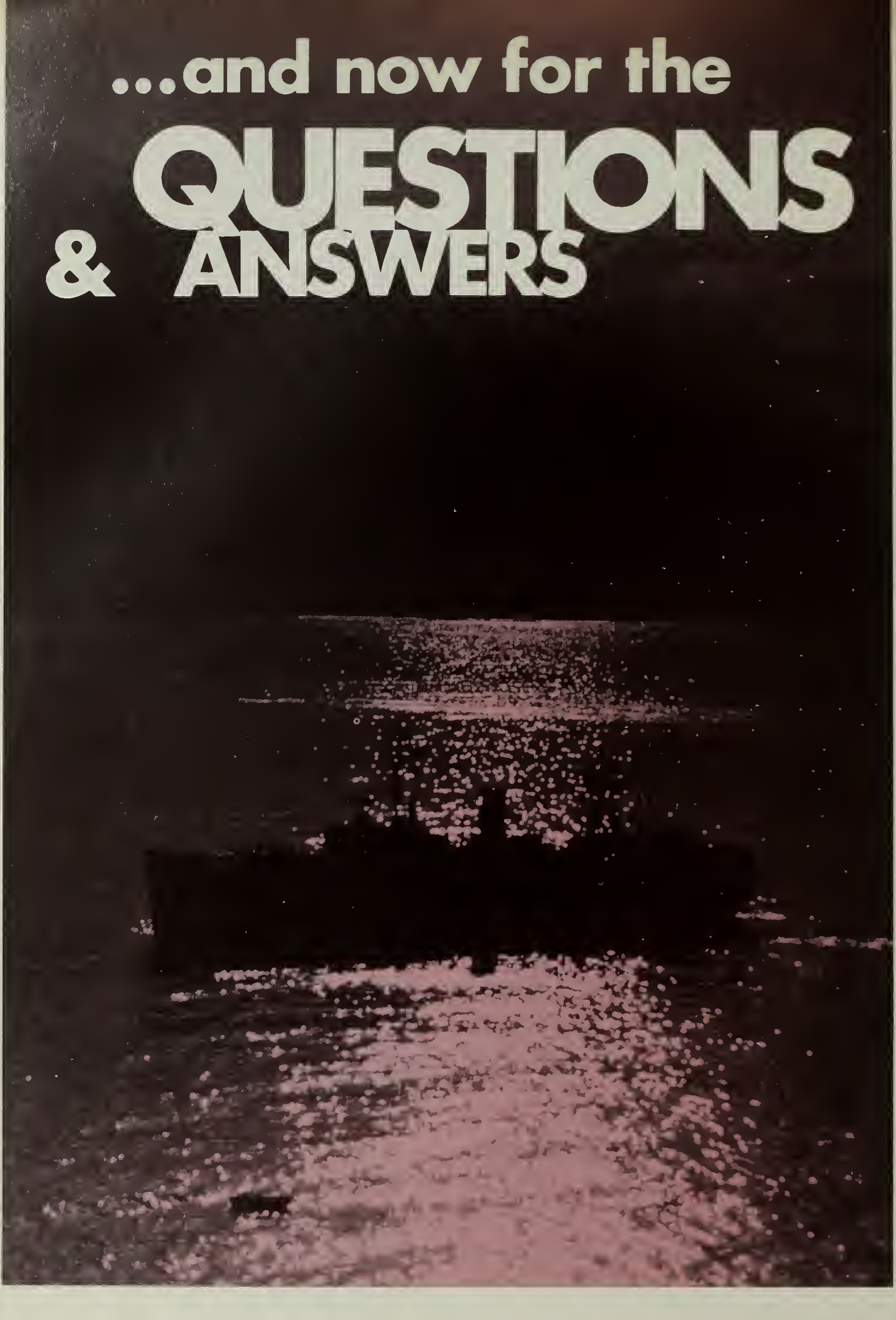
Students are graded by practical and written examinations. At the completion of the course, a new SAR aircrewman receives still more training in techniques and familiarization geared to the type of aircraft used at his new command.

—Story by LTJG K. S. Beam
—Photos by PH2 D. F. Kemp and PH3 S. Woiler

With the closing of NAS Quonset Point by next June, (see pp 47-51, this issue) Helicopter Antisubmarine Squadron One and its Search and Rescue School will move to NAS Jacksonville, Fla. Both actions were announced recently by the Department of Defense.

Facing page: Demonstrating the technique of placing a survivor in a liferaft. Top left: Becoming familiar with the vital rescue and survival equipment. Top right: All trainees must complete a grueling one-mile endurance swim. Center: Teaching the "choke rescue hold" to maintain and transport survivors in the water. Above: This graduating class reveals the range of rates and rank who participate in the training program.

...and now for the QUESTIONS & ANSWERS



Assignment/Rotation

Q. *What is the present policy of split-touring department heads?*

A. Currently, the top graduates of the Navy Destroyer School are provided a split tour to amphibious service ships after 12 to 18 months as a destroyer department head. With the shortage of PCS funds at this time, the officers selected will split-tour in the same home port. Preference for the type of assignment should still be indicated on the officer preference card.

Q. *Who is responsible for setting my planned rotation date (PRD) and what is its significance?*

A. Your PRD is set by your assignment officer in consonance with present assignment policy and existing CHNAVPERS or Department of Defense directives. It is established each time an officer is assigned to a new duty station and represents the month and year in which reassignment is planned. The PRD is a tentative date and is based on the established length of the tour for the activity to which you are ordered.

Q. *As an officer candidate or midshipman, I submitted a "dream sheet;" as an ensign, am I required to submit a preference card?*

A. You should have a current preference card on file at all times. In addition to reflecting future duty preferences, the card contains information about your current address, marital status, home ownership and other pertinent facts which are valuable to your detailer and, in the long run, to you.

Q. *I am scheduled for a deployment next month. My mother, who is my only living relative, is not well, and may be hospitalized. How can I get information on her condition while I am at sea?*

A. You may either request that a message be sent, via your commanding officer, to the national headquarters of the American Red Cross, who in turn will obtain a health and welfare report from the Red Cross chapter serving the community nearest your mother's location; or advise your mother to request that the local Red Cross officials keep you informed of her condition. The American Red Cross is authorized to make use of naval communications facilities for such a purpose. In the event your ship is at an overseas port, you may request assistance from the Red Cross Field Director located at that port.

Q. *What does "centralization" mean?*

A. Centralization, which was completed 1 Jul 1972, means that the responsibilities for detailing of all petty officers and designated strikers have shifted from the Enlisted Personnel Distribution Offices (EPDOs) to the Bureau of Naval Personnel (BuPers). Rather than distributing these personnel to EPDOs for futher detailing as in the past, BuPers directly details them to final duty stations. Unless you are a nondesignated AN/FN/SN (detailed by EPDOs), your detailer, who welcomes your communication with him (and especially through updated preference forms), is in BuPers, Washington, D. C.

Q. *If I enter and complete flight training as a helicopter pilot, what type of squadron assignment may I expect and what type of aircraft do these squadrons fly?*

A. Because of the versatility of the helicopter, there are a number of squadrons to which you could be attached. You could receive orders to any squadron having the following aircraft: HS-antisubmarine warfare; HSL-LAMPS (Light Airborne Multi-Purpose System); HC-combat support, plane guard, and SAR; HC-vertical replenishment; or HM-mine countermeasures.

Q. *I enlisted in the Regular Navy two and a half years ago and have been stationed on the same destroyer since that time. What are the chances of my being transferred before the end of my enlistment? Is there any policy being followed for transferring or not transferring people such as myself?*

A. There is little chance that you will be transferred before the expiration of your enlistment because PCS fund shortages have necessitated a "wet-dry" concept, calling for the assignment of most new personnel to a sea or shore unit for their entire first tour. However, long-sea-toured personnel can request a split sea tour after they have two years aboard their present ship, but they must be willing to incur sufficient obligated service to spend two years aboard a new command. Finally, available to all personnel are duty exchanges (SWAPS), as well as various reenlistment incentive programs, which could provide a transfer opportunity.

Q. *I am about to submit a request for transfer, but do not believe my commanding officer will approve it since my division officer has convinced him that there is a shortage of men in my rate. Should I go directly to BuPers for help?*

A. No, not initially. You should go to your personnel office to determine whether you are eligible for transfer (through SWAPS, self-negotiated exchange; reenlistment incentives; no-cost transfer; etc.). Include appropriate information on your request and submit it through your chain of command to BuPers. If you feel, *after* you have received a reply from BuPers, that your request has not been given full consideration, then an alternate course of action available is for you to write to your ombudsman (Pers-P), who will look into the matter and advise you accordingly.

Pay/Allowances

Q. *Are nuclear surface officers now eligible for a bonus? Is there any change for nuclear submarine officers?*

A. Public Law 92-581, signed by the President on 26 Oct 1972, makes two major revisions to the

previous legislation which provided a bonus for nuclear submarine officers. 1) the termination date is extended two years to 30 Jun 1975. Two additional year groups will be eligible for the special pay within one year of their termination of initial service obligation. 2) the eligibility requirement for qualification in submarines has been deleted. Thus, both nuclear submarine and nuclear surface officers are now eligible. A revised instruction, SecNavInst 7220.65A, governing Nuclear Officer Continuation Pay, incorporating these major changes, was issued 3 Jan 1973.

Q. *Has nuclear submarine officer continuation pay improved the retention situation for nuclear submarine officers?*

A. Very definitely. Before passage of this legislation, retention of Year Group 1964 officers had reached a low of 28 per cent. With the bonus now available, retention of Year Group 1966 is 40 per cent and Year Group 1967 is 50 per cent.

Q. *I enlisted in the Navy for four years on 2 Jan 1970. I am now serving in pay grade E-4, and have received orders to a ship homeported in Norfolk, Va. Will the Navy pay for my dependents to travel to Norfolk, Va.?*

A. Yes, provided you extend your enlistment for 24 months before the effective date of your PCS orders. An E-4 is eligible to move his dependents at government expense provided he has completed at least two years of a minimum of six years of total active obligated service.

Q. *As a nuclear-trained officer, when am I eligible to apply for the special continuation pay?*

A. You are eligible to apply when you are within one year of terminating your service obligation. Specifics of obligated service requirements for nuclear-trained officers are contained in the revision of BuPersMan 6610300, or other instructions which were effective at the time you were accepted for nuclear power training.

Q. *I was discharged on 1 Nov 1972, while serving in a pay grade for which transportation of dependents* *was authorized. My last permanent duty station was a ship with an assigned home port at Norfolk, Va. My dependents performed no travel incident to my discharge. I reenlisted under continuous service on 19 Dec 1972, at which time my dependents were located in Chicago, Ill., my home of record. I have now received permanent change of station orders to NAS Patuxent River. Am I entitled to transportation of my dependents from Chicago to the Patuxent River area?*

A. Yes.

Q. *I have received PCS orders from NAS Norfolk to an attack squadron permanently assigned at NAS Whidbey Island, Wash. My wife and three children—over 12 years of age—will accompany me by POV. Can I obtain a transportation request for my 18-year-old daughter who will be traveling at a later date and also be reimbursed for my wife and three children at the maximum rate of 18 cents per mile?*

A. Yes.

Q. *What are the guidelines for a serviceman who wishes to purchase a home under Section 235 of the FHA Housing Program?*

A. HUD has advised that even the most recent guidelines have not changed tenure of residence for servicemen in this program. Under section 235, a serviceman must show reasonable evidence that his family will reside in the insured property for two or more years. The location of the property must also be such that reasonable prospects of resale under section 235 may be anticipated.

Advancement

Q. *How are the date of rank and effective date of a SPOT promotion determined?*

A. The date of rank is the second day of the month in which selection occurs. The effective date is the day the appointment is signed by the Secretary of the Navy.

Q. *If selected for promotion, will I necessarily be promoted before commencement of the next fiscal year?*

A. No. The number of officers selected is based on the estimated number of vacancies that will occur during a fiscal year. Promotions are then made on a monthly basis as actual vacancies occur within each grade. The procedure is followed until the promotion list is depleted.

Q. *Now that I am off active duty, how do I remain eligible for promotion in the Naval Reserve?*

A. The promotion of Naval Reserve officers is the result of recommendations made by selection boards. Before an officer can be considered by a selection board, he or she must possess a date of rank and register number which is within the zone of consideration for his designator and grade; and be in an active status (USNR-R or USNR-S1). Captains in the Standby-Active (USNR-S1) are not eligible for promotion.

Q. *I was discharged from active duty 14 months ago. I took the Navywide examination for the next higher rate three months before my discharge date and passed it. If I enlist in an inactive Reserve unit, can I be advanced?*

A. To be considered for advancement, you must have reenlisted in the Naval Reserve within three months of your discharge from active duty. Having successfully completed the examination, you may be authorized advancement only if a request for advancement is received by the Chief of Naval Personnel within two years from the month the examination was administered. Therefore, you are eligible for consideration by the Chief of Naval Personnel providing you enlisted in the Naval Reserve within three months of your date of discharge.

Q. *Does a SPOT promotion affect lineal position?*

A. No. An officer maintains his date of rank, effective date and lineal position of the rank held before a SPOT promotion.

Q. *When will a lieutenant (jg) of the Regular Navy be discharged due to failure of selection?*

A. Each lieutenant (jg) of the Regular Navy, except officers of the Nurse Corps, women officers appointed under Title 10, U.S. Code 5590, and officers designated for limited duty, is honorably discharged on 30 June of the fiscal year in which he has failed of selection for promotion for the second time.

In the case of a lieutenant (jg) Nurse Corps officer or woman officer, discharge is effected on 30 June of the fiscal year in which the member is not on the promotion list and has completed seven years of active commissioned service.

An officer in the grade of lieutenant (jg) of the Regular Navy designated for limited duty is discharged on 30 June of the fiscal year in which he is considered as having twice failed of selection to the grade of lieutenant, or he may revert to his permanent status.

The 30 June discharge date in each case listed above is a statutory requirement and cannot be deferred. The officer, however, may request to be discharged at any time during that fiscal year but no later than 30 June.

Veterans' Benefits

Q. *My brother is a Vietnam veteran and our doctor says he is mentally ill and in need of treatment. We want to put him in a VA hospital, but there is some question about whether his sickness is service-connected. If it is not service-connected, will VA help him?*

A. Yes, provided a bed is available and he certifies he cannot pay the costs of care elsewhere.

Q. *As a female veteran going to school full-time under the GI Bill, can I claim my husband as a dependent?*

A. Yes. Public Law 92-540, signed by the President on 24 Oct 1972, makes educational benefits and all other veterans' benefits apply equally to male and female veterans.

Q. *Who approves schools for enrollment under the GI Bill?*

A. The state approving agency in the state where the school is located. However, the Veterans Administration is the approving agency for courses offered by schools in foreign countries, agencies of the federal government and apprenticeship programs administered by interstate carriers.

Q. *A veteran's widow receiving a pension died recently, having in her possession a VA check for a preceding month. Is this check payable to anyone?*

A. The check must be returned to the disbursing office which issued it. It may then be paid, upon submission of a claim to the nearest VA office, to any children entitled to VA death benefits, or, if no eligible children, then to the person or persons who bore the expense incurred by the last illness or the burial.

Q. *An extra large dividend put me over a certain income limit this year. Will this cause my VA pension to be discontinued?*

A. No. As long as this income could not have been anticipated and was of a nonrecurring nature, it will have no effect on your pension.

Q. *I have been denied a disability claim by my VA regional office. Do I have any further recourse?*

A. You may appeal any local decision to the Board of Veterans Appeal in Washington, D. C. You have the option of appearing in person, with any witness of your choice, or you may request one of the major veterans' service organizations to represent you before the board, at no cost to you.

Q. *My husband was killed in the Army in Vietnam. I would like to enroll in a well-known university in Paris, France. Will VA help me do this?*

A. Yes. If you are eligible for assistance under the Dependents' Educational Assistance Program, you may now attend approved institutions of higher learning.

Q. *My husband was totally disabled as the result of an accident while he was in the service. With him and the children to look after, I can't leave home to go to school in order to qualify for a job. Can VA arrange for me to go to school at night or take a correspondence course?*

A. Yes. Women in your situation are eligible for education benefits under more liberal rules of the new education law. Please discuss this with the veterans assistance officer at the nearest VA regional office.

Q. *Can I take some college courses while receiving on-the-job training under the GI Bill?*

A. No. The VA pays full-time benefits for on-the-job training, which would make you ineligible for additional benefits if you took college courses at the same time.

Q. *How long can a veteran take on-the-job training?*

A. On-the-job training may not be approved in excess of two years. There is no limitation on the length of an apprenticeship program, but VA payments may not be made in excess of 36 months.

Q. *Is my father eligible for a VA pension if he served in the U. S. Army on the Mexican border before World War I?*

A. He may qualify for disability pension provided he served honorably for 90 days in one of the following areas: Mexico or one of the border states; Guatemala or British Honduras; or at sea in the area of Mexico. Full details are available at your nearest VA office.

Q. *How many Vietnam veterans are turned down for GI Bill benefits or disability compensation because they have other-than-honorable discharges?*

A. A VA study during a three-month period recently showed that only six out of every 1000 applicants were turned down because of an other-than-honorable discharge.

Q. *Are people who participate in six-month active duty training programs offered by some branches of the service eligible for GI Bill educational benefits?*

A. No. Active duty only for training purposes does not entitle one to receive GI Bill benefits.

Q. *I am drawing VA compensation for a 100 per cent service-connected disability, and the agency has granted a waiver on my GI life insurance premiums. Should I return the insurance dividend check I received recently, since I pay no premiums?*

A. No. You are entitled to the dividend. Under the waiver provision of your policy, the insurance continues in force as though premiums are being paid.

Q. *My husband, who is divorced from his first wife, says it is not necessary to change the beneficiary on his $10,000 National Service Life Insurance policy since VA automatically pays insurance proceeds to the current wife of the veteran. Is this true?*

A. No. VA must pay the designated beneficiary of record. Therefore, your husband must name you as beneficiary if he wants you to receive the death benefits on his NSLI policy.

Q. *If I purchase a mobile home with a VA guaranteed loan, just what does this guarantee?*

A. VA guarantees the repayment of a mobile home loan up to 30 per cent of the unpaid balance. Thus, the maximum loan of $10,000 for a mobile home may be guaranteed for $3000 and if the loan covers a lot as well as a mobile home, the guaranty is limited to the maximum loan of $17,500. The guaranty usually permits eligible veterans and widows to arrange "no down payment" loans with private lending institutions. VA does not guarantee that the mobile home is free of defects or that a veteran will be completely satisfied with mobile home living.

Q. *To settle a disagreement, can you tell me if many veterans participate in job and farm training programs under the GI Bill?*

A. In fiscal year 1972 there were nearly 170,000 veterans in on-the-job training programs—which is 20,000 more than in FY 1971 and nine times the total in FY 1968.

Q. *What is the income limit governing entitlement to nonservice-connected disability and death pensions for veterans?*

A. The income limit to such pensions for a veteran or widow with no dependents is $2600 and $3800 for veteran or widow with dependents.

Q. *How much of the money spent by VA goes to Vietnam era veterans?*

A. About one-fourth of the VA budget, currently $12.4 billion, goes to direct payments such as compensation, G.I. Bill and medical care for Vietnam veterans who now make up about one-fifth of the current veteran population.

Q. *How many Vietnam veterans is VA hiring? How many have been hired "on the spot" by VA without having to process through the usual time-consuming procedures?*

A. More than half the men hired by VA for full-time paying jobs in recent months have been Vietnam Era veterans. More than 12,000 Vietnam Era veterans have been hired "on the spot" by VA under Veterans Readjustment Appointments since these were begun in April 1970.

Q. *I am amazed at the marvelous spirit of the VA hospital volunteers in my state and how much they do for sick and disabled veterans. Just how important does VA consider its volunteers? How much do these people do for patients, nationwide?*

A. Volunteers are an essential factor in VA medical care and rehabilitation and VA considers itself blessed with the best voluntary service support in the nation. Volunteers from 440 organizations contribute almost 10 million hours per year to VA patients, plus a large volume of gifts for individual and in-hospital use. More such helping hands are needed! Those interested should contact the director of voluntary service at the nearest VA hospital.

Q. *How do veterans rate as credit risks under the G.I. Bill home loan program?*

A. America's veterans have been, and are continuing to be, good credit risks. Almost one-half (3.9 million) of the 8 million VA guaranteed home loans have been repaid in full. The number of defaults and claims in 1972 remained the same as those of 1971 and 1970—which were the lowest experienced by VA since the late 1950s.

Q. *I read that the Veterans Administration operates 168 hospitals. Just how many veterans do they treat?*

A. A record high of about 1 million veterans will receive VA inpatient care in Fiscal Year 1973. Outpatient medical care will reach about 11 million, compared to about 7 million visits in 1969.

Q. *Seems to me even the small-town VA hospitals have young medical trainees around—are all the VA hospitals helping train health workers?*

A. Yes. All of the 168 hospitals are now affiliated with colleges and universities for training purposes. About 62,000 medical and allied health trainees will receive clinical experience in VA hospitals this year.

Q. *If I go to school full time under the GI Bill, can I work in my spare time and still receive my monthly educational allowance?*

A. There is no restriction that prevents you from working while attending school full time, nor does it affect your monthly entitlement.

Q. *Can you tell me how much the Veterans Administration has to pay for those television advertisements and radio spots we hear?*

A. VA pays nothing, as these are "public service" announcements donated by the media in the interest of keeping veterans informed of their benefits under the GI Bill.

Miscellaneous

Q. *I am an officer in the Navy, and my detailer tells me that I am in the lower half of my year group. Does this mean my performance is below that of my contemporaries?*

A. Hardly—your detailer is referring to your lineal position within your particular year group and not your performance.

Q. *The maximum age for first enlistment in the U. S. Navy is 31 for men. Does this age also apply to women desiring to enlist at 31?*

A. Yes. A recent policy change has established a maximum age of 31 for first enlistment which includes both men and women.

Q. *I am very interested in volunteering for a forward deployment tour. Is there any other information available besides NavOp 39/72?*

A. BuPersInst 1300.40 of 25 Aug 1972 and its change #1 of 26 Jan 1973 contain the most current information available including application procedures, eligibility requirements, homeport locations and area homeport briefs. In addition to following the procedures delineated in this instruction, you are also encouraged to complete an Enlisted Duty Preference form (NavPers 1306/63) in accordance with BuPersNote 1306 of 27 Nov 1972. One last hint: be alert to fleet commanders' messages announcing forward deployment opportunities.

Q. *I am considering reenlisting for my choice of duty as a first-term reenlistment incentive under the provisions of Chapter XXVII of the Enlisted Transfer Manual. My problem is that I don't know where billets for my rating are located or when they may become vacant. Does the new centralized detailing concept provide for a listing of this information for each centralized rating? If not, is there any way I might be able to find out this information before I submit my request?*

A. No listing of sea duty billets is currently available for any rating. However, shore duty billets for all ratings are listed in BuPersNote 1306 of 1 Jul 1972. Detailers in the Bureau are pleased to discuss specific assignments as reenlistment incentives at any time, though it will still be necessary for you to submit an official request through the normal channels before orders can be issued.

Q. *Why does the Navy require the appointment of a legal guardian as the basis for disbursement of certain funds?*

A. It is not only the Navy which requires this, it is a requirement of all government agencies when a payment exceeding $1000 must be made to a minor. The purpose of this is for managing of an estate in the best interest of a child or children when the parent(s) are deceased, incapacitated or divorced from the service member. The legal guardian is responsible for giving an account of the funds committed to his care to an appointed court at specified intervals.

letters

LDO Promotions

SIR: During the past two years approximately 600 LDOs have been initially appointed to the rank of LTJG. Questions have risen regarding commissioned service time requirements for promotion to lieutenant. Will LDOs initially appointed LTJG be required to serve in grade for four years or will they be given a form of "constructive time," thus keeping the flow from LTJG to LT consistent throughout the Navy? Are deep selections to LT being considered at this time? —LTJG R. E. G.

• *An officer appointed to a grade other than ensign is given a constructive date of rank for those ranks in which he did not actually serve. The constructive ensign date of rank is the date used in computing time served for promotion to LT.*

Deep selection to LT has been discussed but no decision has been made in regard to the FY 74 selection board. —ED.

YTB/YTM Crews

SIR: Your article on "Pushing the Fleet Around" (ALL HANDS, Oct 72) states that a YTB normally has a crew of from 10 to 12 men. The YTB and YTM have a crew of eight men, as do most other service craft. The plush days of the 10- to 12-man crew are just a memory of a bygone era.—LCDR D.G.S.

• *We appreciate your giving us the straight skinny regarding the number of men assigned to YTB and YTM crews. The story was compiled from several reports received from the fleet and the number of crewmen was not questioned by the sources that cleared the story for publication.*—ED.

More on Charts

SIR: I have read with interest the articles in the December issue of ALL HANDS Magazine, "Mapping the Ocean's Highways" and "Chartmaking . . . everybody gets into the act."

Except for a passing reference to work done in 1925, your readers would never know from the articles that the National Oceanic and Atmospheric Administration's National Ocean Survey is the chief civilian agency in the federal government in navigational charting and that more than 28 per cent of the charts issued by the National Ocean Survey go to the Navy.

Of the 2,447,043 charts distributed in FY 72, 691,648 were issued to the Navy. These included 680,639 conventional charts and 11,009 small craft charts.

Happy sailing!—Raymond Wilcove, Public Affairs Officer, National Ocean Survey.

Reunions

News of reunions of ships and organizations will be carried periodically in this column. In planning a reunion, best results will be obtained by notifying ALL HANDS, Bureau of Naval Personnel (Pers 164), Washington, D. C. 20370, four months in advance or earlier.

• *Bombing Squadron 106*, deployed SOWESPAC 1943-44 — 30th anniversary reunion is being planned for 23-26 Aug 73 in San Diego. Contact Gordon Ebbe, 2211 Wynkoop Drive, Colorado Springs, Colo. 80909.

• USS *Washington* (BB 56)—11th reunion will be held 16-19 Jul 73, Ft. Lauderdale, Fla. Contact John A. Brown, Executive Director, USS Washington Reunion Group Inc., Box 27035, Columbus, Ohio 43227.

• *USN Chief Photo Mates Roundup*—the annual reunion is being planned. Contact USN Chief Photo Mates Roundup, P.O. Box 81717, San Diego, Calif. 92138.

• *Naval Construction Battalion Unit 302*—26th reunion will be held 20-22 Jul 73 in Syracuse, N. Y. Contact W. Murdock, 1051 S. Geddes St., Syracuse, N. Y., or M. A. Lowe, 8441 Bayard St., Philadelphia, Pa. 19150.

• *Third Special Naval Construction Battalion*—a reunion will be held 6-8 Jul 73 in Milwaukee, Wis. Contact J. Wagner, 2145 S. Woodward St., Milwaukee, Wis. 53207.

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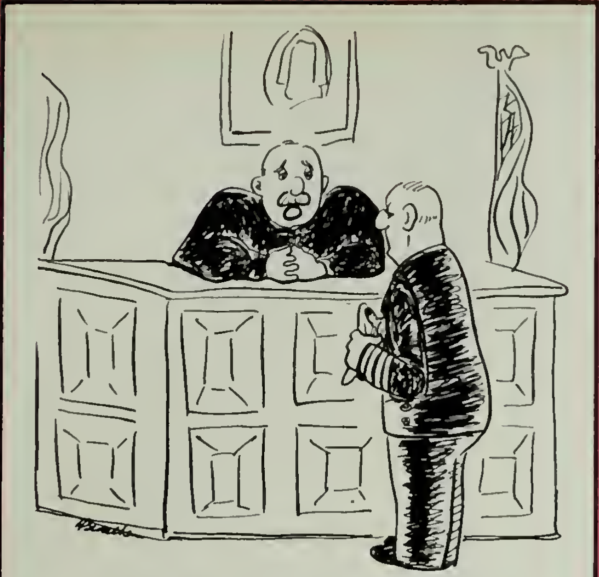
LCDR Horace G. Walker



"You say that you went hard right rudder and the other car collided on your port fender?"

IC1 Jeremiah H. Paoli

"Wow! That's what I call a snappy salute."

LCDR Melville C. Murray

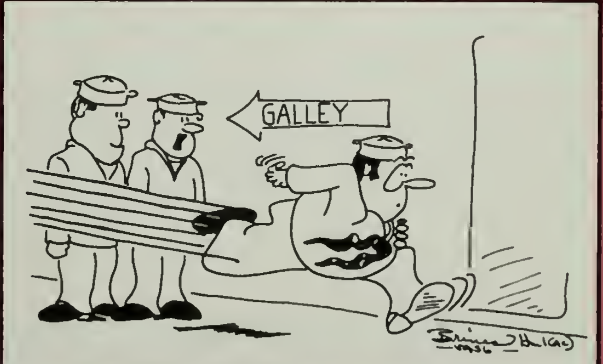
"Real pretty, Lefkowitz, but I don't think the Navy is ready for folk taps just yet."

AX3 Arthur F. Barker, Jr.

OFBarker Jr.

"Tell them we suggest it's time to relieve their engine room."

HM1 George P. Brines



"Well, that settles the chow question."

on the serious side

TAFFRAIL TALK

HERE'S SOMETHING NEW in "self-help" projects—NAS Lemoore now has its very own miniature golf course which was opened in April in appropriate ceremonies conducted by Rear Admiral Clyde J. Van Arsdall, Com12.

"The miniature golf course is a unique project, a first," says Special Services director Bob Gillespie. "Under most self-help programs, squadrons and departments supply manpower for actual construction. With this project, however, nine of the 18 'holes' were designed by a squadron or department and the whole recreational project was constructed by self-help workers."

Units participating in the program included: Construction Battalion Unit 406, which designed and constructed hole number one as a miniature bulldozer; NAS Lemoore Dental developed hole number two as a U-shaped bicuspid curve; Attack Squadron 122 developed hole number three as a piece of ordnance, FASOTRAGRUPAC constructed the camel's back on hole number four; in typical Marine tradition, the Marine Barracks built the "hill" on hole number five.

Attack Squadron 125 constructed a tricky ramp on hole number six; Supply was responsible for the three-way hazard on hole number seven; NAS Lemoore built the "bulge" on hole number eight; Operations built a wedge on hole number nine; the COMFAIRLEMOORE Volunteer Band dubbed hole number 10 "the pretzel."

NAMTRADETS placed a swinging pole over hole number 11 to make it one of the most frustrating hazards on the course; Attack Squadron 25 erected its "Fist of the Fleet" on hole number 12; members of the naval hospital staff constructed a miniature hospital ship on hole number 14; Attack Squadron 122 built a "better mousetrap" at hole number 13. A windmill, courtesy of Attack Squadron 127, is located at number 15; AIMD's hole number 16 was a miniature A-7; the Stingers of VA-113 used a beehive to develop their squadron's theme around hole number 17; the final hole of the course was constructed by Operations in the shape of a wishing well.

In case any other activities have ideas: "The course was built by using portions of a commercial 18-hole miniature golf course master plan. Nine of the holes were constructed by individual squadrons using commercial designs. The remaining holes were constructed by individual units using their own original designs," Gillespie says. "We were able to conduct such a program with the support of CBU-406."

The new miniature golf course will be open seven days a week. Special Services recently assigned par to each of the holes according to the difficulty of its hazards. Most holes are either two or three par, with 48 being overall par for the course.

Now NAS Lemoore is planning to organize miniature golfing leagues.

The All Hands Staff

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• AT RIGHT: GRAY SAIL IN THE SUNRISE—The lookout on one of the diving planes stands near the maze of rigging that will be removed before USS Permit (SSN 594) gets underway. Photo by PH3 D. P. McCloskey.

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• AT LEFT: A NEW CROP OF POTENTIAL NAVYMEN pay a farewell visit to their parent ship USS Joseph P. Kennedy (DD 850) which sponsors their branch of the Junior Naval Cadets of America. The Kennedy is scheduled for decommissioning this month after serving the Pawtucket, R.I., cadets for ten years as a base for instruction in Naval orientation, navigation and seamanship.

The HYDROFOIL-
Fast Patrol Ship

WINGS UPON THE WATER

For about a decade now, experimental hydrofoils have been "flying" around Puget Sound, Wash. Always engaging in experimental research and testing and undertaking trials on various equipment, the hydrofoils *High Point* and *Plainview* have been rightly tagged as prototypes for a new patrol hydrofoil executing an equally new means of surface transit.

But after each extensive testing and trial period, these experimental craft were always ready to forge ahead for just another year of strenuous sea trials. Few people were in agreement as to exactly what mission the flying boats would have or when this mission would even be formulated for consideration in the production of the craft. One might wonder if these two craft, *High Point* and *Plainview*, and their sisters, *Tucumcari* and *Flagstaff*, were not flukes from NavShips' drawing boards.

But the U. S. Navy has proved to be on the right track not only for our own benefit, but for members of NATO as well. Between now and 1978, in fact, as many as 30 hydrofoils could be manufactured. Two NATO members, Germany and Italy, are actively participating with the United States in planning, financing and constructing a Patrol Hydrofoil (Guided Missile) Ship (PHM) for their own use.

Demand for a unique ship such as the hydrofoil began in mid-1969 when CinCSouth presented to NATO a need for a large number of fast guided missile patrol boats to counter the threat posed by fast, missile-armed, patrol craft in the Mediterranean. Then in 1970, another NATO study group concluded not only that a fast craft was needed, but also that a hydrofoil craft proposed by the U. S. Navy was most suitable for meeting the NATO requirement. Thus, the PHM was conceived and the Navy's experiments with hydrofoils headed for the production line.

The role the new hydrofoil will play is no longer so obscure, according to NATO participants—from the reaches of the Baltic to the waters of the Mediterranean, there is a need for a ship that can maneuver easily and effectively even in high sea states. Where a craft of PT boat design would pound herself to pieces in rough seas, the hydrofoil has proven her ability by going above the waves, so to speak.

As the latest addition to the family of hydrofoils, the PHM resembles a conventional patrol craft with one important distinction—when she gets up and goes, she literally raises herself out of the water. At higher speeds, the hull is raised completely free of the water and is supported by fragile-appearing hydrofoils. Having eliminated the drag of her hull through the water, the PHM is capable of speeds greater than 40 knots even in high sea states.

Left: The experimental hydrofoil Plainview (AGEH 1) on trial runs in Washington State's Puget Sound with Mt. Rainier in background, the craft's regular operating area.

Actually, when speaking of the PHM, one has to discuss the craft in terms of a NATO Standard type. Since the ship was designed to fulfill the needs of several navies, the differences in each country's manner of operations had to be taken into account to ensure the effectiveness of operations within their waters. By having a NATO Standard PHM ship, retaining sufficient design flexibility to allow for the individual variations of each navy, the problem was solved. Differences in design were basically of an equipment nature—each navy had its own particular missile and fire control system which it wanted to mount in the ship.

The NATO Standard PHM is about 40 meters in length and displaces about 220 metric tons. Meters? That's right. This family of hydrofoils will be the first U. S. Navy ship constructed to the metric system—a significant step toward the universal adoption of that system.

The ship is powered by two independent propulsion systems separated from each other by watertight boundaries. Two diesel engines of European manufacture provide hull-borne propulsion. The diesel is capable of economical, long-range and close-in cruising, while the relatively lightweight marine gas turbine is available for immediate high-speed foilborne operation when required. Essentially, the turbine is a reconfigured aircraft jet engine—the same that powers the U. S. Air Force C-5A *Galaxy* transport. With a jet engine which has been made suitable for the marine environment, it is not surprising that the pilothouse of the hydrofoil resembles an aircraft cockpit more than the bridge of a ship.

When it comes to hydrofoils, "second takes" are common because of the craft's foils or legs. Built on the same principle as the wings of an airplane, their purpose is to raise the hull of the ship out of the water and they operate in water about the same way airplane wings do in air. Motion through the water creates a decrease in pressure on the upper surface while it increases pressure on the lower surface—the result being an upward force or "lift." This lifting force, however, is much easier to attain in a hydrofoil. Since water is 800 times denser than air, a foil must be only a fraction of the size of an airplane wing to achieve the same resulting lift.

The way a foil can be mounted on a ship differs too. The PHM ship will fly on one of the two basic types of hydrofoil systems—the fully submerged foil system which remains at a constant depth below the surface of the water. Some commercial hydrofoil craft use surface-piercing ladder type foils, a simple setup in which the lifting structures resemble venetian blinds welded between struts going into the water. Here again the water passes over this venetian blind-like device and lifts the craft almost free of the water. More often these foil arrangements are shaped like the letters "V" or "U." Either way, they raise the craft in proportion to its speed.

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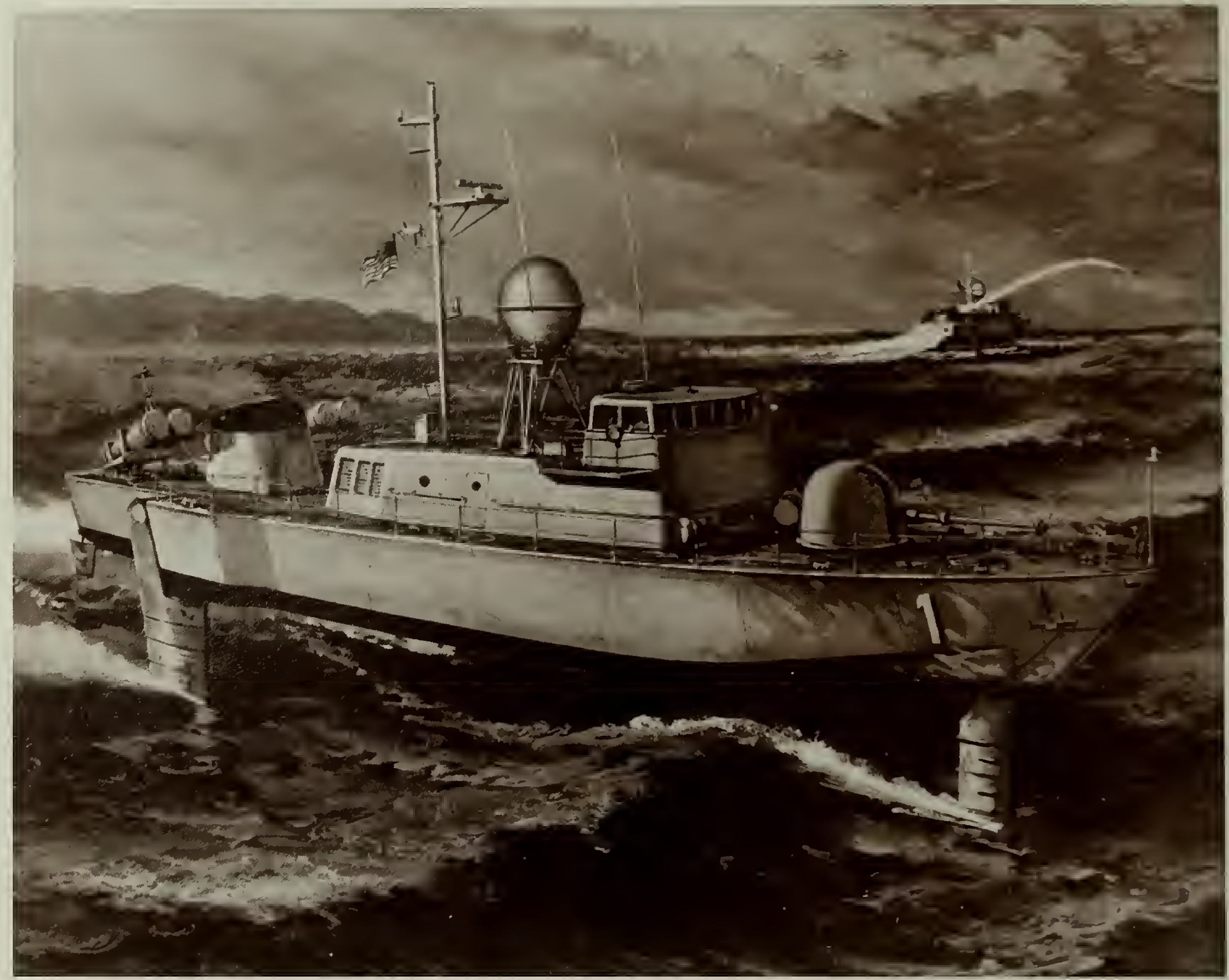


Above: Artist's conception of the new, versatile PHM hydrofoil now being jointly developed and to be utilized both by the U. S. and her NATO allies. Below: No, this is not the cockpit of a modern jet airliner but the bridge of a Navy hydrofoil, in this case Plainview (AGEH 1), an experimental craft.

Although surface-piercing foils are rugged, simple and economical, they are not effective in rough water. As the name implies, surface-piercing foils raise and lower following the contours of the water. This is fine on smooth surfaces, but in an uneven surface like a rough sea, the ship could barely remain foilborne. As a result, this structure was not considered suitable for oceangoing hydrofoils.

THE FULLY SUBMERGED SYSTEM puts the lifting surface completely below the surface of the water. Because the lift on the foils is no longer dependent on the water surface, an automatic control system that maintains flying height is needed. In the PHMs, the foilborne control surfaces are much like the flaps on the wings of airplanes. When manipulated, they provide trim and tilt control, and allow banked turns. They are governed automatically through a computer system which senses ship attitude, motion rates and accelerations—then generates electrical commands to hydraulic actuators that position the control surfaces. With this type of arrangement, the foils of the PHM are subject only to the water below the surface. With a little speed and the proper flap control, they can lift the hull right out of the water for a smooth ride over waves as high as 12 feet.

A structure on the PHM which is new is the retractable hydrofoil system. Like previous experimental hydrofoils, the struts, at the end of which sit the foils, are attached to the hull by pivot pins. However, the PHM's main struts are designed to rotate aft and are coupled together by one continuous foil surface.

Why is the United States leading this project? There are a number of reasons, but the crux is that only the United States, particularly the U. S. Navy, had the know-how to satisfy NATO requirements. Though many nations over the years have investigated hydrofoils as a way to reduce overall drag on conventional waterborne vehicles, the United States has emerged as the leader in this field.

This is where years of sea trials around Puget Sound off San Diego and in Vietnam have paid off. Through the Navy's experimental craft, hydrofoil ships that are operational over a reasonable period of time have become a reality. In the past 10 years, the Navy has produced four hydrofoils accumulating more than 2700 hours of foilborne operations. During every trial run, data was recorded, then reviewed and analyzed. New instruments were subjected to the most strenuous tests —and from the experimental craft, the best was combined to construct the PHM.

In 1963, the Navy's first hydrofoil, *High Point* (PCH 1), was delivered. This 120-ton craft is still in operation and continues to test and evaluate the capabilities of a seagoing hydrofoil. However, there is one aspect of construction that has not been incorporated into the PHMs, and that is the propeller-driven propulsion system.

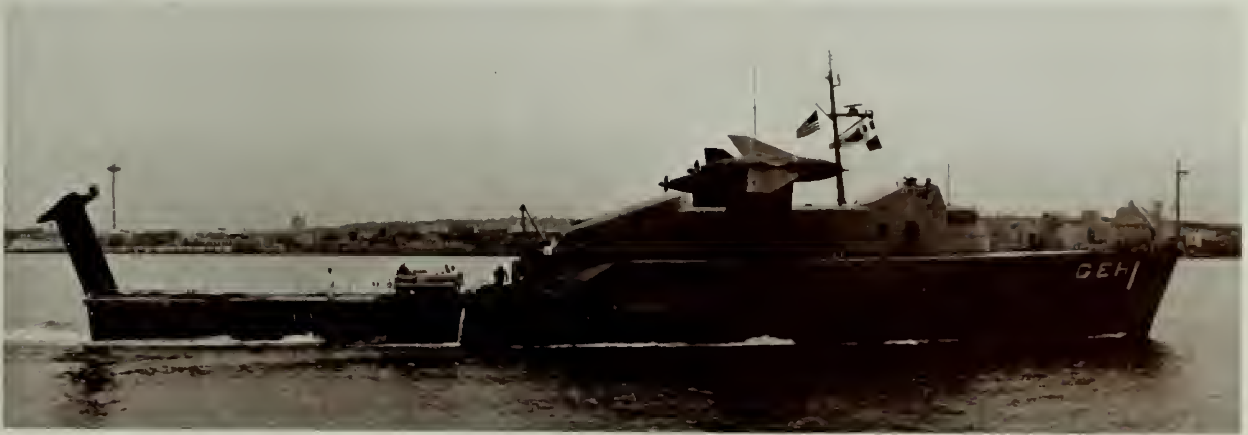
In order to be driven by a propeller, a hydrofoil needs a complex drive train. From the gas turbine engines used for foilborne operations to the titanium propeller located at the end of the strut, power must be transferred through a complex system of right-angle bevel gear transmissions. To an engineer, this is asking for trouble, since half the drive shaft is under water (although free of moisture). In addition, struts must be retracted and the shaft had to disconnect; therefore, difficult propulsion engineering problems developed.

The alternative is a waterjet system—a system in which water enters through ducts in the struts, through a pump and is then jetted out by nozzles under the stern. This is a far simpler arrangement than heavily loaded gears and long transmission systems. At high speeds, the waterjet propulsion system becomes worthwhile—and it was speed that was wanted. The result is there is not one propeller on today's PHM.

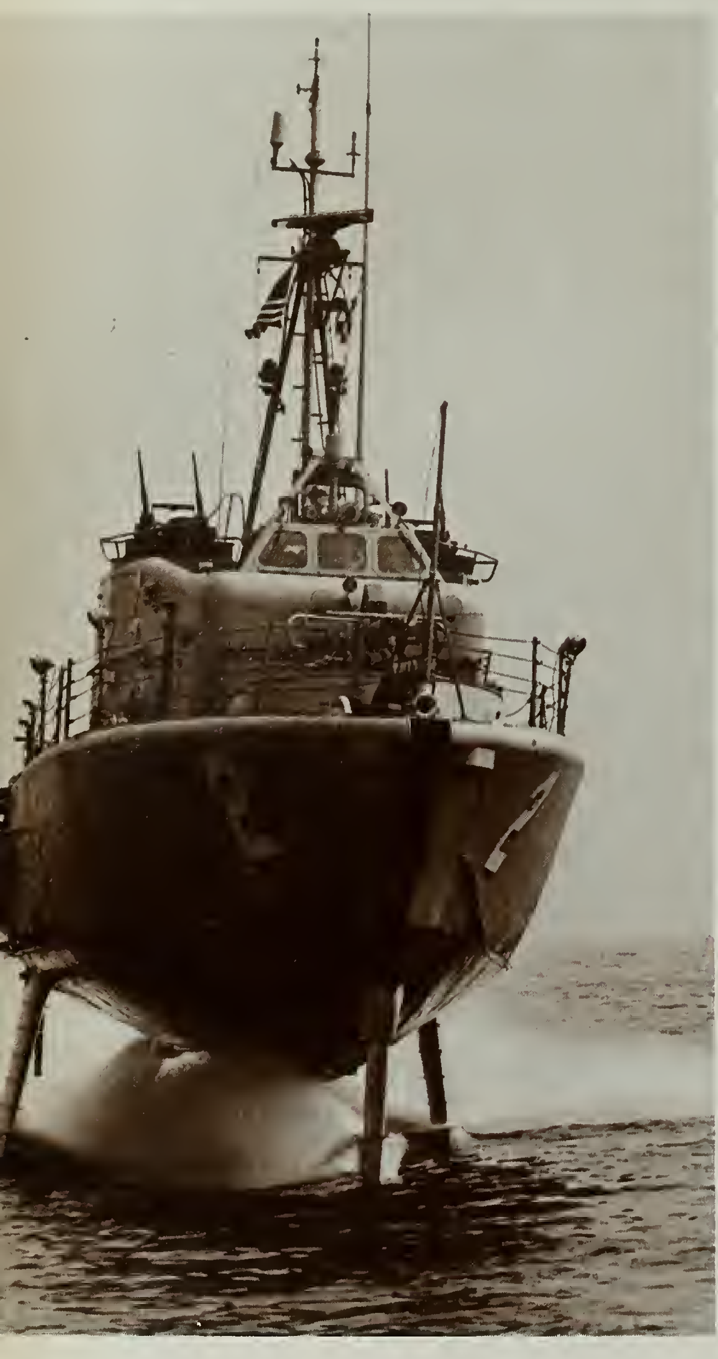
It was in *Tucumcari* (PGH 2), and to some extent in *Flagstaff* (PGH 1), both completed in 1968, that these waterjet systems were perfected; these two ships are smaller than *High Point*, each displacing about 70 tons. They have since been operating with the Navy's amphibious forces.

Yet, there is another phenomenon called "cavitation" with which hydrofoils have to cope. As explained previously, lifting forces of a foil came from a decrease in pressure on the upper surface. Even at low temperatures, this pressure can get so low that water literally boils, forming a cavity of vapor over the foil. Flow characteristics change drastically and when a vapor-filled cavity collapses, high impact pressures result. Severe erosion in the form of small cavities results unless suitable construction materials are used.

(——→)



Above: Plainview, with her foils retracted to reveal props that provide "lift" for the craft. In the new PHM a water jet system will replace foil props. Left: The Navy's first hydrofoil patrol craft was High Point (PCH 1), delivered in 1963. Evaluation of this vessel provided much data for designing of future craft.



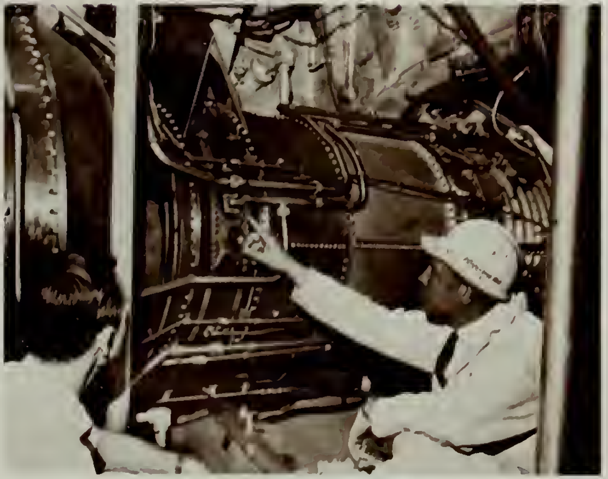
Above: Small and agile, Tucumcari (PGH 2) was launched in 1968 and has since actively operated in the Fleet. The sleek 310-ton Plainview (AGEH 1), facing page top, was placed in service in 1969 and is the world's largest hydrofoil. The vessel is sophisticated, as complex engineering control station (above right) clearly reveals. Her foilborne propulsion comes from massive and modified jet aircraft engine (facing page right).

In the PHM, special types of steel were selected for construction of the propulsion pumps, struts and foils because it combined the necessary qualities of strength and hardness and light weight.

PLAINVIEW (AGEH 1) was launched in 1969 as the Navy's fourth and the world's largest hydrofoil. Built as a study centering on large scale hydrofoils, *Plainview* is 212 feet long with a displacement of 310 tons. Like *High Point*, she is fully instrumented to provide the most exact performance study. From this large, open-ocean ship, the first missiles were fired in December of 1972.

These tests confirmed that missiles would perform properly when fired from a foilborne ship. Further testing is scheduled in *High Point* on the *Harpoon* surface-to-surface missile system which is slated for the U. S. PHM.

As mentioned, participating nations will indicate their preference for individual missile systems, since the design of the PHM is flexible and can accommodate a variety of surface-to-surface missiles. The addition of missile systems to such a fast ship will provide a punch which transforms the PHM into an offensive threat, surpassing her patrol boat label. All three navies have a lightweight, fully automatic, 3" gun, developed by the Italian Navy as their secondary armament.



The PHM can accommodate a crew of 21 men—4 officers and 17 enlisted men. Although specific enlisted rates will fill requirements, no man will be assigned simply to chip paint; nor will the person thoroughly trained in one field and totally oblivious of the rest of the ship's operations be able to find a billet in a PHM crew. In a fast-moving, compact ship, specialists who cannot work in other areas are considered as much a hindrance as a help. They will therefore be cross-trained to operate the ship as well as perform their own specialty. There is no school to train men for this type of duty—the ability to be skillful in several roles and learn quickly the intricacies peculiar to such a ship are definite prerequisites. The PHM ship will be the school.

Early in 1900 the Wright brothers climbed a small hill in Kitty Hawk, N. C., and launched the first successful aircraft. Historically, they only dabbled in the design of hydrofoils. It was not until 1918 that Dr. Alexander Graham Bell, no less, gave hydrofoils their start in the U. S. by building and testing a hydrofoil boat which had ladder foils and was propelled by two aircraft engines.

Since those early days, the study and application of aerodynamics have resulted in the production of an astounding number and types of airborne vehicles. Now, with a successful moon landing under its belt, the science of aerodynamics has moved into an era of unprecedented sophistication. With the support of the U. S. Navy today, and with the introduction of the PHM, aerodynamics is taking itself underwater—and only beginning to get its wings wet.

—JO3 Alan Shethar

SUMMER IN THE

YOU'LL LIKE IT IN WINTER,

The May 1973 issue of All Hands *contained an article covering the home ports at 11 locations around the world. Here is a follow-up article in depth pointing up the interesting opportunities available to the Navyman* and *his family homeported in Gaeta, Italy.*

Ninety miles south of Rome, Italy, on the coast of the Tyrrhenian Sea, lies a small resort and fishing village called Gaeta.

Until January 1967, Gaeta (pronounced GUY-ATE-AH) was scarcely known in U. S. Navy circles. That was the date when home port of the Mediterranean Sixth Fleet flagship was changed from Villefranche, on the French Riviera, to Gaeta, bringing a small American community to this Italian seaport. No Americans had been stationed here before. Support facilities were nonexistent and it was necessary to start from the ground up.

However, during the next six years, and especially the first few months of 1973, things have been happening in Gaeta. More and better things in the way of

MED TOO

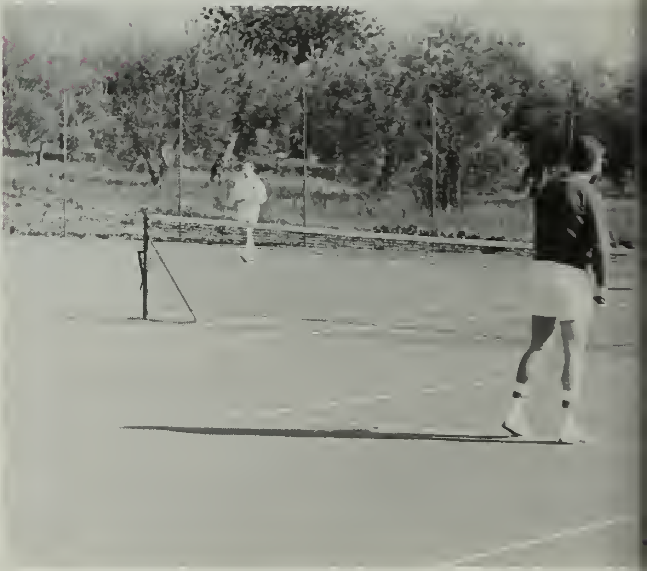
facilities—both domestic and recreational—for the Navymen and their dependents stationed here.

For starters, a new $100,000 EM club opened in late January. Called the "Sea Breeze Club," the new facility consists of over 10,000 square feet of floor space in a three-story building. Aside from normal facilities of ballroom, cocktail lounge and restaurant, the new club has a game room, balcony patio, athletic area and mulitpurpose room for club meetings. Previously, only an overcrowded community center was available for entertainment and relaxation. Now the enlisted men and their families have a club second to none in the Mediterranean.

NEXT ON THE LIST is a three-court tennis complex which recently opened in the nearby city of Formia. This was a joint intercultural relations project between the American and Italian communities. Both use the courts.

In mid-February a new $100,000 Navy Exchange opened, offering both exchange and commissary services. However, this store is fairly limited and most

Facing page top: A statue of the Virgin Mary overlooks the picturesque harbor of Gaeta. Facing page bottom: Quaint fishing vessels add to Gaeta's Mediterranean charm. Above: Old and historic Gaeta at the harbor's edge. Below; A scenic tour of the area is available by an old-fashioned horse and buggy.



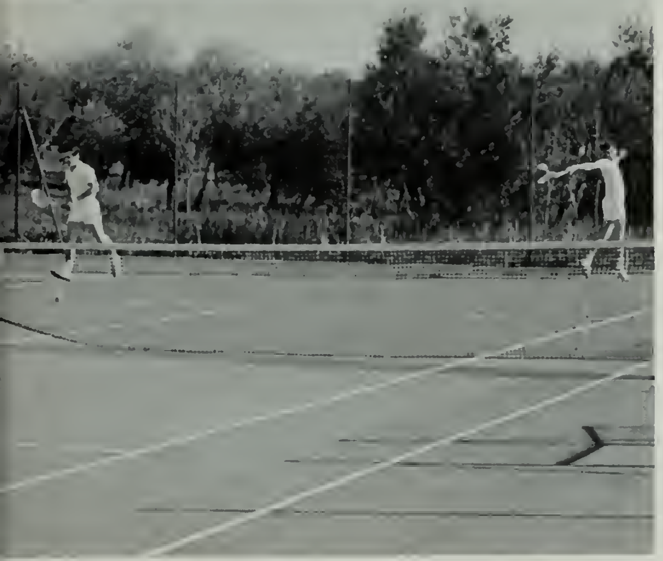
Above: The newly opened Sea Breeze Club now entertains the Navy enlisted men at Gaeta. Above right: The base has facilities to provide automotive repair assistance. Center: A new tennis court complex in Formia is shared by Americans and Italians. Below: The base Navy Exchange in Gaeta stocks over 500 items.

large shopping trips are made to Naples, 50 miles to south. Naples remains the center of U. S. Naval activity in Italy with its large commissary, exchange, support activity, hospital and air facility.

Formia, near Gaeta, is home for many staff and flagship families. Dozens of new villas have been built south of Formia and a sizable American concentration exists in that area. A U. S. Navy-staffed medical clinic is available for routine dependent visits in Formia. Naples has a modern Navy hospital for major medical or dental work.

A recently acquired Navy recreation park, called "Falcon Field," is located about 20 minutes away, near the mountain village of Itri. Among other things the park has picnic tables, camping, ball fields and a skeet range. There are additional military recreational facilities located at the AFSOUTH/NSA complex in Naples such as the Admiral Carney Recreational Park.

Other facilities at Gaeta include an athletic area on Fleet Landing with soccer and softball fields; practice basketball court; a community center with snack bar



and movie theater; post office; a Navy Relief Society branch; housing assistance office; a small library; child care nursery; and the Joshua Barney elementary school (kindergarten through eighth grade).

The current elementary school is spread out over three separate areas. A new elementary school, consolidated under one roof with an indoor gym and playground facilities, is under construction for an early 1974 opening. No American high school is available in the Gaeta area. Dependents of high school age either commute daily to the Forrest Sherman High School in Naples or attend a DOD boarding school in Zaragosa, Spain.

TRAVEL FROM GAETA to all points in Italy and Europe is convenient by car and train. The railroad station is located in Formia, and on one of Italy's fast modern trains it takes only an hour and a half to reach Rome, and 55 minutes to Naples. Rome provides the sightseeing and nightlife; Naples is the gateway to Pompeii, Sorrento and the Isle of Capri. Gaeta's

Top: The soccer and baseball field is utilized both by the U. S. and Italian military and their dependents. Middle: Falcon Field, near the town of Itri, offers camping facilities. Above: The mountain village of Itri also includes a glimpse into Italy's past.

THE MED

Only a few hours away from Gaeta tourists can enjoy the sights of Rome, including the Arch of Constantine (left), the Coliseum (above) and the ruins of Pompeii (below), near Naples. Facing page: Swedish bathers (upper right) enjoy the sun at the resort beaches in New Gaeta (right). Many historical churches (far right) enrich the city. Festive lights on Gaeta's main street (far right bottom) glorify the Christmas season.

geographical location makes it accessible to other famous Italian cities such as Florence and Venice and to the countries of France, Switzerland, Austria and Germany.

Seashore recreation abounds in Gaeta. Some of the finest beaches in Europe are located in this area. The year-round population is about 20,000, but swells to around 80,000 during the summer months. Vacationers swarm in from northern Italy as well as from Germany and Sweden. Sailing, waterskiing, skin diving, and in the winter, snow skiing in nearby mountain resorts are popular.

Around the Gaeta area are ruins dating back to the Roman Empire. It was a summer resort for some of the Caesars and is the site of what is commonly believed to be Cicero's tomb. There are also several churches dating back hundreds of years. Within 20 minutes' driving time are remains of the old Appian Way, which once spanned the length of Italy. A few miles down the road are an old Roman coliseum and part of the famous Aqueduct that supplied water for Rome.

IN THE NEARBY MOUNTAINS are quaint little villages which have changed very little during the past few hundred years. Rome, Pompeii, Anzio and Cassino are within easy driving distance.

And, of course, some of the scars of World War II are still very much in evidence, especially around the cities of Cassino and Anzio. A cemetery with over 20,000 graves of German soldiers is located in Cassino, as are British and Polish military cemeteries.

Gaeta relies not only on tourism and its fishing fleet, but also has a large oil refinery, bottle factory, and a boat-building industry.

Including the commander's staff, the Sixth Fleet flagship has a crew of 1200. Wives and children of these men bring the total to more than 2000 Americans in the Gaeta area. Through hard work and cooperation, flagship and staff personnel and their families have become part of Gaeta.

It is in this setting that a small American Navy community has been established. The photos on these pages tell the rest of the story.

—JOC Steve Smith

CAPTAIN OF THE RATHBURNE

EIGHT-YEAR-OLD Ming E. Chang often watched as the U. S. fleet sailed in and out of Shanghai. It was 1932 and his father was a petty officer in the American cruiser *Marblehead*. Even more than most boys his age, Chang dreamed of some day going to sea in those ships.

Today Chang's dream has been more than realized—not only is he going to sea but also he is in command of one of those ships. As a commander in the United States Navy, he is believed to be one of the first naturalized Americans ever to be selected for command of a U. S. warship. A year ago in ceremonies at Pearl Harbor, Commander Chang took over as skipper of one of the Navy's most advanced ocean escort ships, USS *Rathburne* (DE 1057).

Until recently, a naturalized American could not obtain the security clearance necessary to hold a position in the Navy where a knowledge of classifed information was required—one of those positions, of course, being command of a ship.

CDR Chang remembers getting his orders to *Rathburne* after being eligible for a command of a ship for about two years. He laughs at a tongue-in-cheek suggestion of racial prejudice on the Navy's part as the reason for his delay.

"It was just a question of waiting," says Chang. "There are always more eligible officers in line than there are available ships."

RECENT RACIAL DISTURBANCES in the Navy have resulted in accusations of service discrimination against minority groups. "I don't believe the Navy is racially discriminatory," CDR Chang says. "Most of the prejudice I've seen is individual, and it isn't always racial. But it's very easy for an argument between people of different races to become one of race, even when the original dispute was over something quite different."

The 41-year-old commander was born in Shanghai during the fighting between China and Japan. When the Japanese took Shanghai in 1939, he and his mother were trapped in the city. Occupation officials were aware of Chang's father being aboard a U. S. Navy ship, but since Chang and his mother were Chinese nationals, they were never placed in internment along with Americans then in the city.

"Most of the time we were harassed," remembers Chang. "For the first two years we lived on what others could give us, as we couldn't get any money from my father. I did a lot of scrounging; it wasn't an easy time."

In 1946, when he was 14, the commander came to the States. "I couldn't speak a word of English, so I was put in the fourth grade when I started school. Because of this it didn't take me long to learn English,"

Left: The ocean escort Rathburne (DE 1057) at her berth in Pearl Harbor. Right: CDR Ming E. Chang, captain of Rathburne.

Above, left: CDR Chang. Above: CDR Chang is greeted at Rathburne's quarterdeck. Below: CDR Chang speaks with Rathburne's crew in an informal meeting on the ship's mess deck. Right: The Chang family near their home in Aiea, not far from Pearl Harbor.

recalls Chang. "And it took me even less time to learn to fight—Brooklyn, N. Y., isn't one of the most genteel areas in the nation."

By the time CDR Chang and his family moved to Fairfax, Va., he had skipped three grades and caught up with other boys of his age. Fairfax proved to be the second "cultural shock" of Chang's life.

"It was almost as different from Brooklyn, as Brooklyn was from Shanghai. Not exactly better, just different; it was a lot more rural and everything went slower."

WHEN HE GRADUATED with a degree in physics from William and Mary in 1955, CDR Chang took the first step toward making his boyhood dreams of some day going to sea come true. A year later as a newly commissioned ensign, he was serving aboard the aircraft carrier *Lexington*, the first of many ships he was to be aboard.

Now, after a year as captain of the sleek ocean escort *Rathburne*, the commander is more than happy, both with the ship and with the men who sail her.

"We took this ship to Vietnam," he says, "and we spent 67 days on the gunline. We fired 8800 rounds from one gun without a single major equipment casualty. When another destroyer had a fire aboard and went dead in the water, we towed her back to Subic Bay for repairs.

"*Rathburne* did all we asked her to do, and more. Maybe it sounds like I'm bragging," says Chang, "but I am. We've got the best ship and the best crew in the Navy." Incidentally, the ship's crew boasts of a variety of backgrounds. The communications officer, for example, is a native-born American of Japanese ancestry, and the ship's supply officer is Hawaiian. The chief master-at-arms is a Black American.

THE AFFECTION he feels for his crew is returned by many of the men.

"Don't get the wrong idea," says one seaman, "he's one of the best. However, if you go to mast aboard this ship and you're wrong, you'll wish you never went."

CDR Chang's wife, Charlotte, was born in the city of Soochow. "This is supposed to be where all the most beautiful women in China come from," laughs Chang. "She never lets me forget it."

He and his wife met not in China, but in Washington, D. C. She was living there with her father and mother.

"My father was the air force attache at the Nationalist Chinese Embassy," says Mrs. Chang. "For my four sisters and me there were many parties and dances, and there weren't many young Chinese girls in Washington at the time."

Her father, William L. Chung, went to work for the U. S. government following his retirement from the Nationalist Chinese Air Force. He is now a U. S. citizen. Her sister, Connie, is familiar to many American television viewers; she's a news correspondent for CBS.

CHANG'S 16-year-old son Danny attends Aiea High School near their home in Hawaii and is on the school tennis team. Their only daughter, 13-year-old Donalda, attends Aiea Intermediate School and, according to her father, "gives Danny a pretty good game of tennis already."

When in port, Chang often uses his gig to "go to work" and back. Dan and Donalda often accompany their father to the boat landing near their home when the commander leaves for the ship each morning. It's a part of the day *Rathburne's* genial skipper likes best.

"I like the walk to the landing," says Chang. "It gives me a few minutes with the kids, and I have time to relax again in the gig, and go over things in my head during the ride to the ship. Then in the afternoon I can erase all the problems of the day on the way back to my family."

Wistfully he says, "It would be nice to go back to Shanghai one day. It was one of the most beautiful cities in the world, even then. But I wouldn't trade this job for all the tea in China," he says, with a straight face, no less.

—JO1 Kirby Harrison

NAVY WIVES
Information School

Above: Mr. George Wood gives a lecture on Navy pay and allowances to a group of Navy wives at Treasure Island, Calif. Below: A Navy Wives' organization at NAS, Brunswick, Maine.

THERE'S A SAYING that goes "Behind every successful man there's a woman." If you change that phrase slightly to read "Behind every career Navyman . . ." you'll see why the U. S. Navy places increasing emphasis on the Navy wife. From the recruiter straight on up to the unit commander or the ship's CO, the role of the Navy wife is recognized as pivotal in establishing an individual's lasting relationship with the sea service as a career and a way of life.

Within a few years, in the emergence of the all-volunteer force, this will continue to take on added importance. The Navy wife—the woman who keeps the home fires burning during extended separations—increasingly is becoming an integral part of the morale endeavor of many commands.

One aspect of this effort is in the area of communications—keeping the Navy wife informed. This task has taken the form of an information-dispensing service which has been popping up in one form or another at many commands around the world.

These may be small, informal gatherings of wives—where the older, more experienced, wives can give tips to the younger ones—or they may be formal gatherings sponsored on a continuing basis by the local wives' club—officer or enlisted. The primary goal here is to make sure that all wives have access to the vital information concerning the local command and the part their husbands play in achieving the command's mission.

One of the forms of these services which is growing in popularity and effectiveness is the large, carefully planned one-, two-, or possibly three-day meeting, with the command setting up an agenda and inviting guest speakers to make presentations. Such meetings have recently taken place at naval bases in Charleston, S. C., Brunswick, Maine, and Long Beach and Treasure Island in California.

As the school's name implies—Navy Wives Information School—the main purpose is dispensing information or giving a wife an in-depth picture of the many things affecting not only her life but also the lives of her husband and children. These information seminars present speakers and question-and-answer sessions which often supply information in some of the following areas:

- What is the Navy Relief Society, who contributes, and how could it possibly aid my family?
- If one of my children becomes seriously ill and my husband's presence is needed, whom should I contact?
- Who fixes the prices at the local commissaries and exchanges, what causes them to go up and down?
- When my husband retires, what will be our benefits?
- Is there a place at my husband's command which can help me find adequate housing if my husband is on an extended deployment?
- If I get into a situation in which I need legal help, who can supply it?

The above is only a sample; the list could go on and on. That's why the range of subjects covered at these information schools and seminars is as wide as possible. For example, a standard listing of the topics discussed could include:

Housing and housing referral, survivors' benefits, legal assistance, household effects, medical services (including CHAMPUS), the command's personal services center, disbursing/finances, exchange and commissary policies, special services, military service opportunities, chapel facilities and chaplain's aid, Red Cross, Navy Relief, and wives' club information.

The initial concept of a formal wives' school was implemented on a continuing basis by Commander, Naval Air Atlantic, at NAS Norfolk, Va. The school gives the wives of Navymen of all ranks formal training in many of the above-listed subjects. The school is a three-day affair, but not all of them have to be that long.

In fact, the recommended approach is for a command to find out the particular needs of wives and then figure out the most convenient way to dispense the information. Planning and any financing involved can be done on an ad hoc basis.

For instance, at Brunswick, Maine, the Naval Air Station holds a three-day school for wives once every month. The service accommodates about 30 wives each session, and they total about 16 hours of presentations and questions and answers.

Another example of this ad hoc planning is the semiannual wives' orientation which takes place at the Treasure Island Naval Station. Two of these orientations were held last year and two more are planned for this year; they are under the direction of Lieutenant Lillie McKnight Prettyman, the command's personal services center officer.

The basic plan which LT Prettyman follows is a one-day orientation program packed with speakers making short presentations about their organizations or departments; provisions for lunch, nursery and transportation; and a well-thought-out publicity campaign which includes a personal letter-invitation to as many wives as possible. About 120 wives have attended each of the first two orientations.

According to LT Prettyman, the wives "received the orientation beautifully. We were thrilled with the response."

For the first orientation, which was held last June, the lieutenant held planning meetings with members of the local wives' clubs and the base chapel club. One key to the success, she felt, was sticking to an

Above and bottom: General views of the Navy wives organization at the Naval Air Station, Brunswick, Me.

original plan once it was decided upon. Then came the job of contacting the different organizations for speakers—and cautioning them to keep their presentations as short as possible. The big task, though, was contacting the wives and getting commitments.

"Nothing beats a personal letter inviting the wives," she said. "We tried a number of other things, such as announcements in the Plan of the Day, the base newspaper, and asking husbands to carry the message home to their wives. But I think the thing that is most effective is that letter."

Getting the addresses of the wives and sending the letters off was another major job. For this, LT Prettyman said she had help from volunteers from the different local organizations who were also aiding in the orientation. She said approximately 1500 letters were sent out, and 150 wives responded.

FROM PLANNING the program and getting responses, the next step was setting up physical facilities.

One of the most important aspects in this area was availability of a nursery. "If the younger wives know that their children are going to be cared for—at no charge—then they'll be more willing to attend," LT Prettyman said.

Finally, once the day had arrived and the program began, the problems then involved keeping it all on schedule. At the last session at Treasure Island, some 19 people were scheduled to speak in just one morning and afternoon. "We had to emphasize to all the speakers to get the most important facts out as quickly as possible," she said. Miraculously, it worked, and the program stayed on schedule most of the day.

The wives' reaction was almost unanimously good," she said. "We asked the question on the evaluation sheet: 'Would you recommend this kind of program to another Navy wife?' and not one of them said no," LT Prettyman said.

The personal services center officer considers the Treasure Island program a success, but she says there is no magic formula involved.

"It's a lot of hard work, don't kid yourself," she says, "but our program could be adapted by most any other command."

According to LT Prettyman, the second and subsequent orientations aren't as hard to organize as the first; there may be a few changes in the program but its basic outline is followed pretty closely. All she had to do, she says, is give the people who participated another call and ask them to do it again.

Finally, LT Prettyman said there is one element that is essential to the success of any program of this kind, no matter how large or small. That is command backing and approval. The commanding officer at Treasure Island, Captain B. W. Setzer, has taken a personal interest in the program from the start, and he has done much toward personally pushing the project.

The important thing, of course, is to find out what the wives who participate in the programs think of them. A three-day information school was held in Long Beach, Calif., last fall, and an attempt was made to ascertain the feelings of those who took part.

The general reaction was highly favorable. The wife of a petty officer 3rd class said, "Please have it again." A 1st class petty officer's wife called the orientation "an answer to a prayer," while the wife of one chief said, "It's a great way to learn what husbands won't tell their wives."

In the survey that was taken in Long Beach—in which the majority of those attending were wives of E-4s, E-5s, and E-6s—it was found that most of them first heard about the school through the letter sent by the commanding officer. Other sources of information included the wives' clubs, husbands, and Navy-connected organizations.

Portions of the program at Long Beach (which included most of the items listed earlier) considered popular with the wives were those dealing with medical benefits and CHAMPUS, special services of the command, pay and allowance explanation and survivors' benefits. Other items which generated a lot of interest were the commissary policies explanation and a discussion of the Navy Relief Society.

As with the orientation program at Treasure Island, all of the nearly 130 women who participated in the program at Long Beach said they would recommend this kind of a course to others.

Experiences at commands at Long Beach, Treasure Island, Charleston, Norfolk, Brunswick and others with these presentations to Navy wives indicate a growing awareness and importance that are being placed on the role of the Navy wife. After all, when the ship goes to sea, it is the wife who has to be the head of the household. She has to take the car in for repairs, get the kids to the dispensary, replace the screen door that has fallen off its hinges, and play the combined role of mother and father to her family.

But even more than that, she has to make a lot of the decisions which will mean so much to her husband, herself, and her family. The Navy wants to make sure that she has as much information as possible to use in making the correct decisions.

—JO2 Jim Stovall

Personal Services Center NAS Brunswick

WELCOME!

Trying to relocate in a new area, as any Navy wife well knows, can be a nightmare if you don't know where to look for help. It's a little easier if you know where to find someone who will aid you; but it's easiest if that helpful someone comes to you and gives you a firsthand account of available community services.

The Personal Services Center at NAS Brunswick is one of these service centers which actively seeks out Navymen and their families upon arrival at the station. The all-volunteer office, staffed by wives, ensures that each new service family receives a personal welcome and a Welcome Aboard packet that introduces them to the new military community.

The packet given to the newcomers is not in any sense just token hospitality. The personal services center staff at NAS Brunswick is quite serious about making its referral service into something more than simple lip service. Much time and effort have been taken to find out not only what is available, but also to what extent and for how long it will remain available. Included in the packet are maps, information on dependents' medical care, local medical services, credit union programs, recreational activities, religious services and educational opportunities.

As in every military community, a personal services center's program is dependent on the energy expended by its volunteers. The center's job is to get people started on their own so, consequently, its vitality must come from within. Under the management of Mrs. Georgie Skolfield and Mrs. Dot Tobias, Brunswick's PSC has been able to maintain this type of effective and outgoing referral service.

Facing page: Four new enlisted wives volunteers (l to r: Barbara Fairbanks, Jane Malesky, Dorothy Sellers, and Gerlinde Rickel) are warmly greeted by PSC director, Mrs. Georgie Skolfield. Right: In Bath, Maine, PSC volunteers distribute information pockets to CDR Taylor, the executive officer of USS Halsey (DLG 23), and his crew. Below: Mrs. Skolfield helps conduct a training seminar for both experienced and new volunteers to keep abreast of new PSC changes and policies.

The women who work at the services center do so in the few spare hours they might have during the day. However, their enthusiasm and enjoyment of their work make for an efficient organization. At the information center, the volunteers have shown themselves to be well-versed in matters which might not be of immediate importance to the new family—such as passports, voting and legal assistance—but are still valuable pieces of information. These women can pinpoint your needs and quickly give them direction.

Semiannually, a training seminar is presented; the program is given in three phases with each instructor specializing in one particular aspect of the PSC office procedures. These periodic sessions keep the volunteers up with changes, procedures and new policies both on the station and in the community. The volunteers promote the professionalism of their organization in better serving the NAS Brunswick area.

LAST YEAR, the service center's workers put in over 2400 hours of their free time keeping the center receptive to the newcomer. During that time, about 1147 Welcome Packets were distributed to incoming Navymen and legal advice was offered to more than 200 persons.

A good referral service can be made to work provided it's modeled along the lines of that found at NAS Brunswick. However, such success takes people and there's always a need for concerned volunteers. If you're a Navy wife looking for some worthwhile endeavor, in an area where you know your efforts will be appreciated, why not check with your local personal services center—your free time will be put to good use helping others like yourself!

Top: Francisco Salsis, a retired Navy chief, works at the registration desk and oversees check-in procedure. Center: The club library is a quiet place to relax with a book or to write home. Above: The recreation room provides pool and table tennis.

Soldier's, Sailor's, Marine's and Airmen's Club

For most of the last 100 years, the Soldier's, Sailor's, Marine's and Airmen's Club in Washington, D. C., has been taking care of young men on active duty who have found themselves in the nation's capital for some sightseeing. Now the people at the club are into something a little different—they're also taking care of the service girls who come to town.

This all started in January, just after the SSMA had celebrated its 100th year in existence. With more and more women in the armed services—and more of them coming to Washington—the club's manager, Mrs. Mary Beard, proposed to her board of directors that they allow women to stay at the club overnight, just as the men are allowed to do.

"Our by-laws were for enlisted men on active duty. In July of last year I made a presentation to our board, explaining the pros and cons of having service women here overnight," she said. "I read several letters from the girls saying that they do the same jobs as men and should be able to stay here as well. The board voted it in—unanimously, I might add!"

Great, but just what is SSMA? There are a lot of people who never heard of it.

The original idea was conceived back in 1872 by a Mrs. E. Throop Martin of Albany, N. Y., who formed the Ladies Union School Association. Mrs. Martin and her friends were devoted to the "spiritual and temporal welfare of American men in arms."

She moved to Washington, D. C., five years later and there formed the Army and Navy Auxiliary and, in 1899, that group set up the original Soldier's, Sailor's and Marine's Club. They took over a building on Eye Street and then let it be known that servicemen needing some temporary lodging or hot food were more than welcome.

Since 1923, the club has been located at 1015 L Street—more in the center of town than the original location—and offers men and women in the service one of the best deals in town. You can put up there for the night for just $3.50, a fraction of what a hotel anywhere in the vicinity would cost.

But the price is not the only thing SSMA has going for it these days. The building offers a quiet shelter from the elements and plenty of chances for recreation. There's a lounge, pool table, and library, with an assortment of hundreds of books and plenty of quiet. There are also plenty of comfortable, overstuffed chairs and sofas—and anyone who has ever walked around Washington knows what these afford.

THERE IS ALSO A CANTEEN which offers meals at a reasonable price or just a snack if you're in a hurry. And in abundance there are helpful suggestions from all the staff members about what to see in Washington, the best way to get there, and the cost of it all.

SSMA is operated by an executive board headed by the First Lady, Mrs. Richard Nixon, as honorary president. Honorary vice presidents include the wives of the Chairman of the Joint Chiefs of Staff, the Secretary of Defense, the Secretary of Transportation and the five military service chiefs. Volunteers from all services man the desk on weekdays and the canteen's cash register on weekends.

The club's executive board consists of officers' wives from every branch of service; the presidency of the board rotates from one service to another yearly. Financial support comes mainly from memberships and donations from officers' wives' clubs around the world. Membership fees are broken down into four categories: Life membership ($100), Honorary Membership ($10), Sustaining Membership ($5), and Annual Membership ($3).

THE CLUB IS NOW OPEN to any enlisted man or woman on active duty. (There is a similar club in New York City, but it is not affiliated with the one in Washington.) The Washington club is located just a few blocks from the main bus stations downtown, and not too far from Union Station. National Airport is just a few miles away on the other side of the Potomac River.

If you're coming into town, the best way to get there is to hail a cab. "Our greatest friends here are the taxi drivers," one of the volunteers at the club says. "Because, when these young people come to town, they are looking for a place to stay and all the cab companies know about the club and often direct them to us."

That's the Soldier's, Sailor's, Marine's, and Airmen's Club—now for all service people, of both sexes—and it's one of the best bargains in town.

—Story and photos by PHC James E. Markham

Top: Mary Beard, the club manager, talks with JOSN Cynthia Sullivan in the club lounge. Center: A view of the club's canteen. Above: JO3 Martin Szastec inspects the rooms which are similar to barracks, but priced right. Left: Mary Beard is the widow of an Air Force flight surgeon.

TODAY'S NAVY MUSICIANS

BRINGING IT ALL TOGETHER WITH MUSIC

When any of the navy's 1400 musicians venture overseas where tongues of nations differ, their music becomes a linguistic link in understanding—the universal language.

Such was the case when Navy musicians—"The Commanders"—representing the U. S. Naval Forces in Japan, recently gave a concert for students at Kurihama. The group warmed up with popular American selections, such as "MacArthur Park," and then played renditions of "Gunkan March," "Sukiyaki," and the "Kamen Raida Theme" from a popular Japanese television series of the same name. The program was highlighted by a solo rendered in Japanese by Musician 2nd Class Roland Gilbert.

Meanwhile, two oceans and a sea away, another group of Navy musicians from Carrier Division Four aboard uss *Franklin D. Roosevelt* (CVA 42) set up shop in a shaded courtyard in Casserta, Italy. Nearly 500 citizens encircled the bandsmen and for 45 minutes heard a variety of music, including selections from "Jesus Christ Superstar."

Facing page: Music can ring the globe with harmony and our Navy musicians prove themselves ambassadors of goodwill by performing with other nationalities in events worldwide. Flags clockwise from the Stars and Stripes are Japan, Republic of Vietnam, the Olympic Games, New Zealand, and Italy. Left: The U. S. Navy Show Band from the USS Franklin D. Roosevelt (CVA-42) plays for the citizens of Casserta, Italy.

This was only one of 13 performances the 16-man CarDiv4 Band scheduled during a two-week tour of Mediterranean sites. In Naples, they played for audiences at a soccer game, at an amusement park, and the group's combo provided the music for a NATO Teen-Club dance.

In another aside, the Sixth Fleet Music Show performed at a cultural exchange held in West Germany during last year's Summer Olympics; the event included artists and performers from around the world. Assisting the 23-piece show band was a 50-member singing group, made up of men from ComSixth Fleet Staff and the Fleet flagship uss *Springfield* (CLG 7) plus their wives.

There are many such occasions when Navy bands—there are 42 official ones—take part in foreign events. One example was the Pacific Fleet Band's participation during "Antarctic Week" festivities held last fall and centered at Christchurch's Harewood International Airport in New Zealand.

Purpose of the week's activities was to acquaint Christchurch citizens with operations being carried out in the Antarctic by New Zealand, the United States and 10 other nations. Of course language was no barrier in New Zealand, yet music supplied the community relations factor as the band held a series of concerts throughout the city. The Pacific Fleet Band was chosen to perform in the newly opened Christchurch Town Hall John Hay Theatre. Press reports of the band's work were laudatory, and emphasized the "versatility and musicianship" of the entire group. Especially cited in the press was the "superb jazz extemporization" of Musician 2nd Class Gary Adams on trumpet, and Senior Chief Musician Oliver Shirley on trombone.

As is generally typical of welcomes given Navy musicians around the world, the PacFlt Band members were treated as celebrities in Christchurch, and many were asked to sign autographs (autograph hunting is a craze in New Zealand). After each performance, questions were answered about American music and American musicians, and Navy musicians gave pointers on playing various instruments.

It wasn't all work for the band. During their Christchurch stay, many Navy musicians sat in with local groups at music sessions held at the local musicians' club. Not having the big names in music, New Zealanders are superb at imitating top American musical groups.

The Navy musician is called upon many times to serve as an ambassador of sorts and under varying circumstances. Not long ago, Senior Chief Musician Benjamin H. McHorney, who at the time was bandleader of the Seventh Fleet musicians, paid a visit to Bataan, Republic of the Philippines. His mission: conduct musical good will performances for the citizens of Samal and Abucay while delivering to the children of these villages several boxes containing basketballs. McHorney, no doubt, will be a name bounced around Bataan for some time.

Not all of Chief McHorney's diplomatic missions

NAVY MUSICIANS

Above: A 50-member singing group of Navy men and their wives performed at the Summer Olympic Games in Munich last year. Facing page: The Seventh Fleet Band (top), under MUCS Benjamin H. McHorney, entertain a captivated Filipino crowd. In Guam, MU3 Chet King and members of the Chinese Academy Band (middle) take time out for cake during rehearsal. MU1 Cornelia Brown (bottom) and his tuba-playing Japanese counterpart converse in San Francisco's Golden Gate Park where the Japanese Maritime Self-Defense Force Band and the 12th Naval District Band held a joint concert.

were on foreign soil—or in fact on any soil at all. When units of the Pacific Fleet Amphibious Force (TF-76) were operating off the coast of the Republic of South Vietnam, they were visited by the chief and his 16-member band. This homespun good will tour lasted nine days. While various audiences perched on everything from tractors to helicopters—or sat on deck or merely stood—the band played on, offering selections that ranged from early blues to modern rock. It even supplied a certain flavor of humor, through one Musician 2nd Class Steve Sailor (his real name) who appeared center stage dressed as a stripper and billed as "Notorious Flamin' Mamie." Sailor would bump and grind to the rhythmic beat of the drummer and encouragement of his captive audience, gradually revealing hairy arms and chest. Although there's an "obvious need for a brush-up course in the finer points of exotic dance," as one crewmember put it, the performance was well received. In fact, the laughter generated by Sailor's off-beat undulations was surpassed only by that triggered when "Mamie," twirling a moth-eaten shawl, chose the lap of a crewmember (preferably the CO's) to sit upon.

SEVERAL TIMES during the band's trips from ship to ship, rain prevented topside performances, so the unit's rock group held jam sessions on the mess decks. Crewmembers were encouraged to participate either by singing or by playing an instrument. On occasion, the entire visiting band looked on as an impromptu rock group, comprised solely of crewmembers, took over.

Altogether, Chief McHorney escorted the Seventh Fleet Band, complete with 1700 pounds of instruments and gear, to seven TF-76 ships in the nine days. The effort was acclaimed by the force commander as a "complete success."

Then there's the story from Guam with a bit of twist to it. Seems the Naval Forces Marianas Unit Band had formed on the pier to welcome two visiting Republic of China destroyers. As Bandleader, Senior Chief Musician Larry Brown raised his baton with "anna one, anna two . . . ," he overheard music echoing from the approaching ships. Mixing with the U. S. Navy band's crashing cymbals and flourishing horns were more crashing cymbals and flourishing horns. On board one of the incoming ships were members of the Chinese Naval Academy Band. In traditional Asian ceremonial courtesy, they were—in turn—acknowledging their hosts' reception.

Greetings complete, Chief Brown boarded the ship, met with his Chinese counterpart and invited the bandleader and his boys to join the Americans for a combined rehearsal and "Getting To Know You" social hour.

"Our interpreter," recalls Chief Brown, "wasn't a musician and he couldn't express our thoughts musically. It really didn't matter, we knew what to expect from the band and they knew what to expect from us. So, the Chinese bandleader and I alternated in conducting the unified band." For the hospitality shown them during their Guam visit, the Chinese bandsmen presented each of their American Navy musician counterparts souvenir tie-tacks and pens.

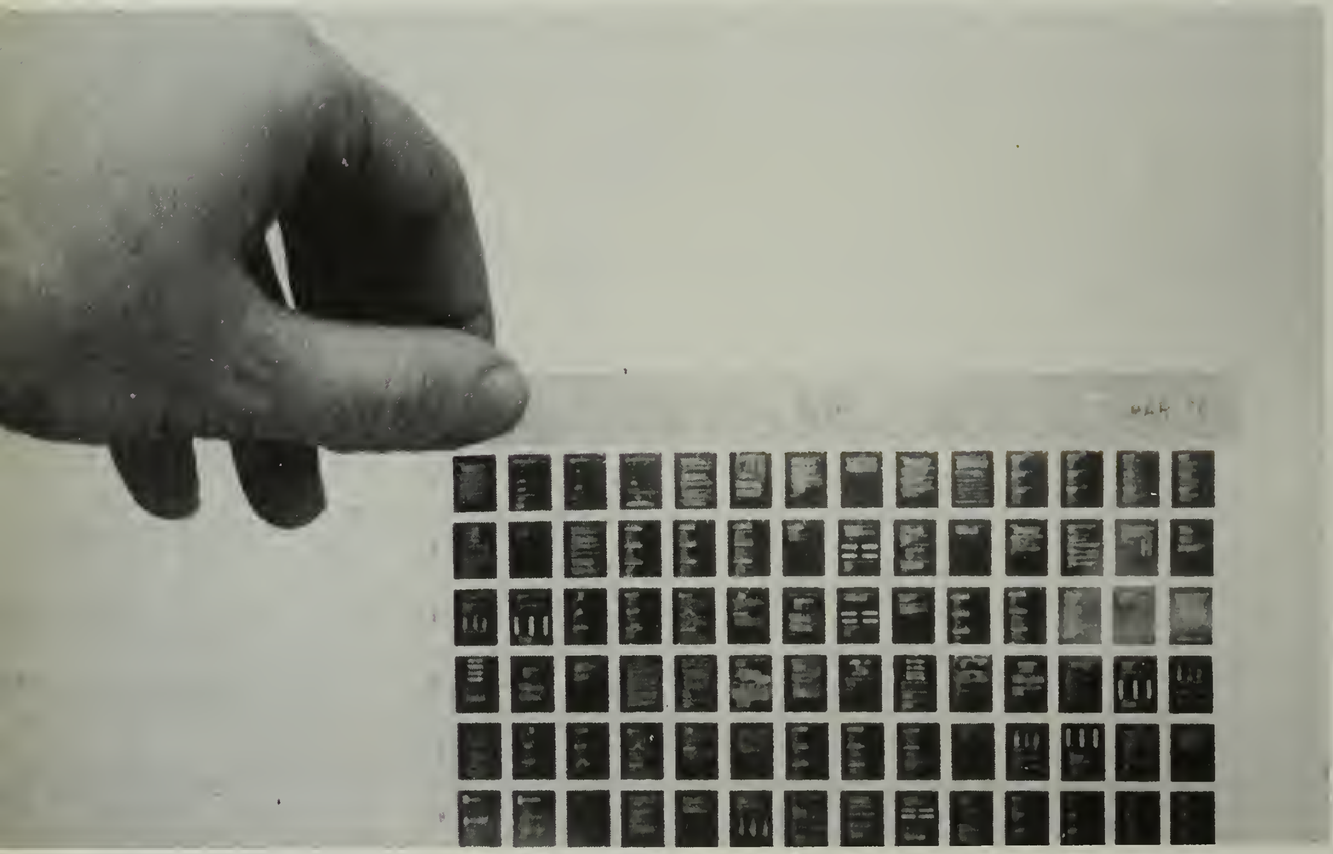
A SIMILAR CULTURAL EXCHANGE and appreciation for band music occurred in San Francisco when a group of Japanese Navy ships made a visit to the Golden Gate City during a worldwide training cruise. It had been planned that members of a Japanese Maritime Self-Defense Force Band from one of the ships would join members of the 12th Naval District Band for a concert at Golden Gate Park. Musicians from both groups rehearsed together the day before the concert, exchanging music and improvising, too, on Japanese and American selections. But, on the day of the concert, the notorious San Francisco fog surrounded the park's band shell, threatening cancellation of the program. Yet, the resounding brass and trilling woodwinds penetrated the mist and attracted a sizable audience, no doubt lured by the unfamiliar strains of oriental band music. Chief Warrant Officer John E. Ingram, bandmaster of the U. S. group, shared conducting duties with the Japanese leader, LTJG I. Toki. Both bands closed the concert with rousing renditions of their respective navy's march.

And so it goes almost daily. Wherever a Navy band is in the world, there's certain to be an account of how its members used their universal language to foster better understanding among mankind.

—JOC Marc Whetstone, USN

MICROFICHE

. . . reducing paper down to size



IMAGINE YOURSELF nearing the end of your enlistment. You are in a clerical rating and so far you've enjoyed your time in the Navy. Reenlistment is a definite possibility.

Then comes the time to update the publications in your command's office. Break out the correction notebook, search through the most recent publication and find the outdated page, rip it out, and insert the page change. Flip through some more publications and replace other page changes. Go to a different publication, make and insert more pen and ink changes, and so on, until you have filed about 100 new pages.

Not more than a month later, a few hundred more pages have come in—some to replace those that you have inserted—and you find yourself repeating the same tedious chore. Only now, you're counting the days until your discharge.

This kind of tale has become so common that it might be considered part of being "salty." But unlike the tales of the old salt, this one is not being taken lightly. The Navy is not about to accept paper-pushing as inevitable nor is it about to let paperwork become a reason for your not reenlisting.

In the October'71 issue of ALL HANDS, a one-year test program for using microfilm to replace paper documents was reported. The burdensome maintenance of thousands of administrative and technical documents was becoming more than a shipboard joke—especially after a retention study group emphasized the adverse effects of paperwork on reenlistments. Microfilm looked like the only solution for cutting down the volume of hard copy publications.

THE TEST PROGRAM has been completed. The results are favorable. As of March 1973, the Chief of Naval Operations approved the gradual conversion of most of the Navy's technical publications to microfilm. For quite some time the Navy has taken advantage of microfilm, but it was only recently that a need developed for using the medium on such a large scale.

More than ever before, the Navy has become reliant on sophisticated technology to maintain its effectiveness. New weapons and electronic systems, fire control and air weapons systems, besides improving the performance of these offensive-defensive tools, have generated a massive amount of supporting publications. Behind all these systems are the inevitable computers—the maintenance and operation of which involve still another large number of publications.

THE "PAPER EXPLOSION" hit hardest in the field of Communications and Tactical Publication (COMTAC)—and this is where the pilot program involving microfilm first focused. This area of the Navy has

Facing page: Ninety-eight pages of standard sized paper can be condensed into a convenient 4 x 5 microfiche card. Below: A small file box of microfiche cards can contain the same amount of information as this bulky pile of paper folders and books.

MICROFICHE

become one of the papermills, thus producing one of the primary headaches for those who must update, correct, and order publications.

For example, there are 220 COMTAC publications —65 per cent are classified confidential or secret. Each publication averages about 140 pages, and approximately 375 pages of changes are issued each month. In a year, the page change figure snowballs to about 9 million—all to be inserted in binders and cross-checked by men in the clerical ratings. This comes to a tiring figure of 52,000 manhours, alone, spent filing in some manner or another.

Nor does the amount of paperwork stop snowballing with the initial distribution of these hard-copy page changes. Additional copies are sometimes needed and must be requisitioned. In one year, it was observed that 31,000 such requisitions were submitted to the Navy Publications and Forms Center—at the cost of another 13,400 manhours. Now, with a staggering figure of 65,000 manhours being spent in getting documents to their proper places, it's not hard to see that the Retention Study Group had hit on a real sore spot within the enlisted community.

It has been only recently that microfilming has become a popular form of information storage and retrieval. The latest technique, called microfiche, has opened up still more possibilities of even faster and cheaper accessibility to information.

MICROFICHE is a piece of 4"x6" microfilm upon which 98 pages of information can be contained. Even on one piece of film as small as this, up to 1000 pages can be recorded, but—for the most dependable, clear reproduction—a 98-page format was chosen.

Although other forms of microfilm exist, the microfiche format was selected because most of the Navy's publications average about 150 pages, and therefore can be published on only two sheets. This format will also result in the most economical method of publishing changes to Navy publications.

A breakthrough in the microfilm concept occurred when Computer Output Microfil (COM) was developed. Now that the output from computers could be translated directly from magnetic tape onto microfilm without any intervening paper medium, a low-cost micropublishing system could be assembled.

With microfiche, quite a comprehensive "snapshot" can be taken. In fact, a book can be reduced to about one per cent of its original size through the use of microfiche. All publications involving a typical nuclear submarine—for example—could be put into a few shoebox-size files. Gone are those cumbersome file cabinets or rows of shelving.

But the reduced space requirement is only one advantage of using microfiche.

With publications being sized down to pieces of 4"x6" film, their distribution can be accomplished by air mail instead of surface mail. In the actual production and delivery of, say COMTAC publications, the time would be reduced from eight weeks for hard copy to one week for microfiche. It has always been annoying to those in the Fleet to receive publications which are outdated by the time they arrive on board.

THE MOST DRUDGERY in the whole problem of dealing with Navy hard copy publications involves the insertion of page changes. Those experienced in filing these overwhelmingly agree that the primary disadvantage of a hard copy system is the tedious time it takes to keep things in order.

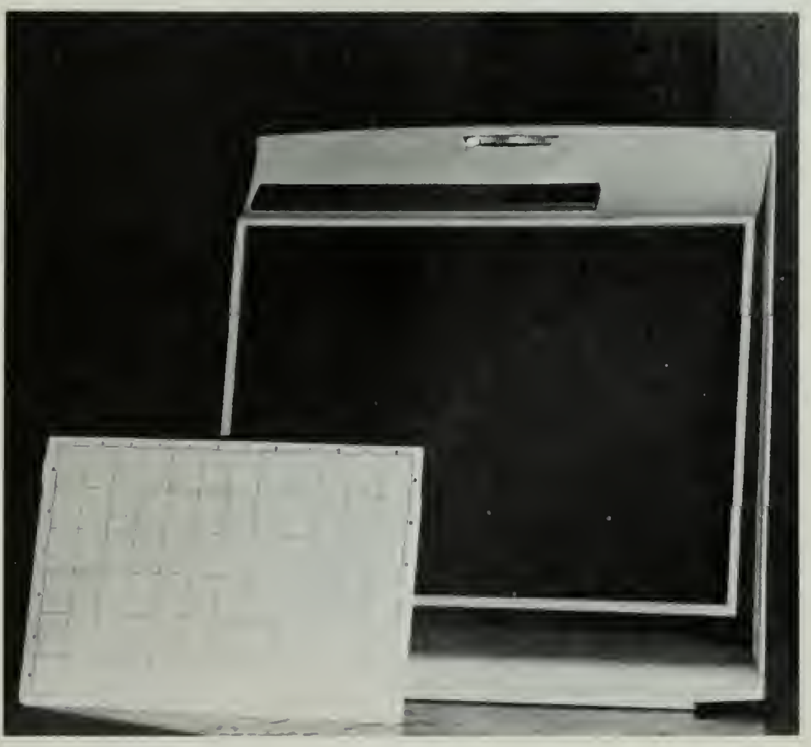
With microfiche, the old procedure is literally tossed out. Each time there is a change, the producer simply updates his master microfiche and distributes microfiche copies of the master throughout the Fleet. Since a ship's yeoman essentially receives a whole new publication when one change occurs, he simply removes the old microfiche from his file and throws it away. At the end of each replacement microfiche, the changed pages are listed, so that they may be noted. To the relief of those who previously had to toil over page insertions, the changes are now made before the publication reaches the ship.

Under the microfiche system, throwing out copies of whole publications is eminently feasible; masters can be made for about $2.50 each, and copies for less than 10 cents each. Cost of implementing the microfiche system is estimated at $8 million—but savings resulting from lower production costs and elimination of page changes are expected to be about $2 million a year. After only four years, the system will pay its own initial costs.

To initiate the new microfiche system, the necessary equipment must be purchased to equip shipboard users. So as to bring back the reduced images to readable size, readers and reader/printers are used. A reader enlarges the microfiche image to full size. If the user needs a diagram or set of directions, he may get a printed paper copy of the image from a reader/printer.

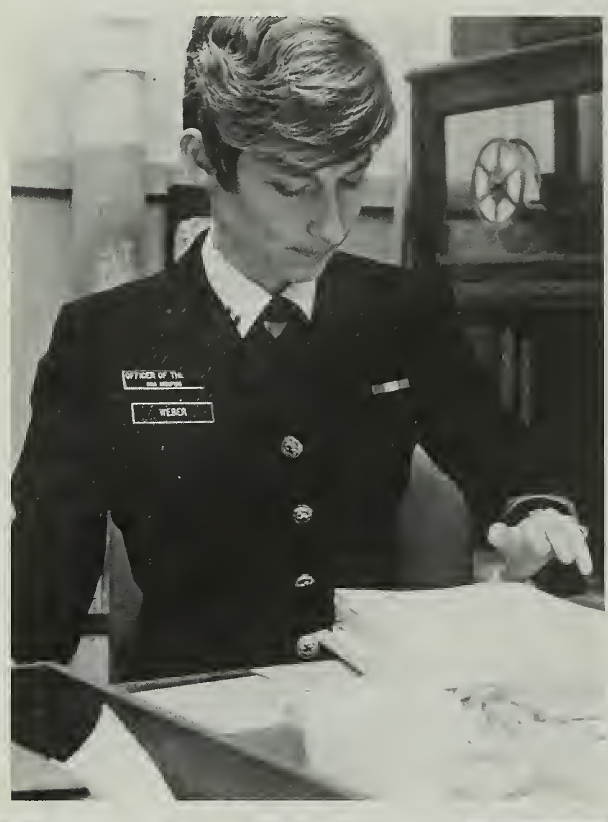
As a new project in the Navy, the ultimate goal of microfiche must be to increase the Fleet's readiness. Reduction in costs and space will certainly lead to this end, but there is an even greater saving. The Navy's most valuable and indispensable asset—the individual man—is no longer discouraged in pursuing his Navy career by nuisances like excessive paperwork. Microfiche is a time- and temper-saver and it will also help retain career-oriented persons.

—JO3 Alan Shethar



Above: Microfiche cards can be easily read by reader-printers such as the model shown, which magnifies the image. Right: A smaller mini-reader is also available to view and make use of microfiche material.

WOMEN OOD'S



EXPANDED OPPORTUNITY means added responsibility for any career-minded individual, and women in the Navy are no exceptions. A good example of just this has been the placement of two women officers on the officer of the day watch bill at the Naval Air Station, Memphis, Tenn.

Among the first women to serve in this capacity at a major shore command, Lieutenant Sandra Weber and Ensign Ann Larkin now face the new task of standing watch as officer of the day as routinely as any other assigned work, but involving greater responsibility.

At a major command such as NAS Memphis with approximately 15,000 people, the responsibilities and duties of the OOD are tremendous. The OOD must be familiar with proper procedure for emergency conditions such as fires or heavy weather and disciplinary problems including thefts, unauthorized absences, unauthorized use of drugs, fights, incidents involving military personnel off the station, and much more. As Captain E. L. Wilkinson, station executive officer, has said, "The OOD fulfills these responsibilities and acts in the capacity of the CO in his absence."

"STANDING OOD has broadened my depth and scope of understanding—understanding the Navy, its people and the responsibility that each individual carries in making the station function as a unit," LT Weber said. "I believe that I have personally improved my own ability to handle more responsibility and make decisions."

CAPT Wilkinson said the Navy "has recognized the importance of the woman's role as reflected in statements of Navy policy. It's only appropriate that they assume those jobs held by men, providing they are qualified."

All officers who are assigned to the NAS OOD watch bill must qualify for the duty through indoctrination watches and interviews with the senior OOD, senior watch officer and, finally, the executive officer. They must demonstrate that they are familiar with OOD "pass down log" (a temporary journal of current problems) and all applicable station directives and instructions.

ENS Larkin, NAS Associate Degree Completion Program (ADCOP) liaison officer, feels that standing the OOD watch is a challenge.

"I look forward to a watch as being different each time," she said. "It's a way of learning about the Navy—a way of learning as an individual and an officer."

CAPT Wilkinson says he thinks women officers ". . . are fully capable of standing this type of duty. We feel they are standing the watch in the same responsible manner as the men."

—JO3 Jan Wood

Above: LT Sandra Weber catches up on some paperwork while on the OOD watch at NAS Memphis. Left: ENS Ann Larkin and JOOD Chief Kenneth Schuerman review the security rounds checklist before the OOD begins her tour of the station.

A New Addition to the Civil Engineer Corps

Few other units in the Navy have been so male-dominated as the Civil Engineer Corps (CEC). The long hours and the rough-and-tumble assignments that the Corps had to take on have generally been considered the exclusive domain of the men. In fact, in the entire history of the Corps—106 years, only two women have served with it, and they did for just a short time during World War II.

The world is a different place now, of course, and there are few exclusively male domains left—the CEC is no longer one of them. In April, Ensign Jeri Rigoulot graduated from the Navy's Civil Engineer Corps Officers School in Port Hueneme, Calif.

And how did one member in good standing with the Corps feel about that? "The Corps will never be the same," said Captain E. M. Sanders, commanding officer of the Naval Civil Engineering Laboratory. The captain, a doctorate degree holder, was principal speaker for the graduating class 129.

"I mean that as a compliment," he quickly added. "Jeri has insisted on being put into one of the 'working billets' just like 'one of the boys,' and we're very proud of her."

ENS Rigoulot, who requested a challenging job, has been assigned to the Public Works Center on Guam. "I enjoy responsibilities and opportunities to work at my profession," she said. "That's why I asked for this type of duty; it should be quite rewarding."

Although she calls herself a flaming women's libber," ENS Rigoulot says that when she joined the Navy, she had no idea that she would end up being a "first" at anything.

"As long as I'm competent at my job," she says, "then I'll be content. I'm not trying to blaze any trails."

ENS Rigoulot is certainly no novice to either the Navy or to architecture. Born 26 years ago, she has followed in the footsteps of her father, Louis R. Rigoulot, Jr., an electrical engineer in Fairfax, Va. After attending Clemson University for two and one-half years, the urge to travel had her packing suitcases for a job in Europe. She worked for the U. S. Embassy in Paris for several months, and then she moved on to London where she was employed by an architectural firm.

Later, she returned to the U. S. and obtained her bachelor of architecture degree from the University of Virginia. After graduation she got a job with another architectural firm in Washington, D. C.

"There were several former Navy CEC officers working there," she said. "When I started getting the travel urge again, they suggested that I try the Navy."

Her father, who was once an employee of the Navy's Bureau of Yards and Docks (now Facilities Engineering Command), cautioned her, "Don't go in until you get those crossed bananas" (That's a slang term to describe the insignia representing CEC.)

When she went to see the Navy recruiter, she was told that there were no billets open in CEC to females. Never easily discouraged, she contacted an acquaintance in Washington who told her that Admiral Elmo R. Zumwalt, Jr., Chief of Naval Operations, was expected to issue a directive in the near future opening many billets which were formerly restricted from females. Shortly thereafter, Z-gram 116 was distributed and ENS Rigoulot became the first woman to enter the Civil Engineer Corps since 1944.

In 1942 Ensign Kathleen Lux of Logansport, Ind., became the first woman to join the CEC. Before being separated from the service at the end of World War II, she had been promoted to lieutenant.

Lieutenant Commander Gertrude Sawyer of Tuscola, Ill., entered the Navy in 1943 and was appointed an officer in the CEC in 1944. Although neither woman made the Navy a career, LCDR Sawyer remained in the Naval Reserve.

—JOC Tom Chance

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NEW UNIFORM NOW AUTHORIZED FOR ALL HANDS

The new Navy enlisted uniforms -- service dress blue, tropical white long, and winter working blue -- are now authorized for all hands, E-6 and below. The authorization became effective 1 Jul 73. The old uniforms being replaced by these are now optional and will remain so until 1 Jul 75, except for those persons with an EAOS date before 1 Jul 76. For more information on exactly what you are authorized to wear, check out BuPersNote 1020 of 29 May 73 or the April 73 edition of ALL HANDS Magazine.

SPECIAL BIRTHDAY KIT WILL AID INDIVIDUAL COMMANDS THIS YEAR

With the Navy's 198th birthday coming up this October, commands will soon be receiving help by way of special birthday kits now being prepared by Chinfo. The kits are tailored to this year's basic theme -- "Navy Birthday-A Family Tradition" -- and they'll contain a variety of materials designed to help Navy commands in developing ways to celebrate this year's event. The 1973 theme was selected to note the combined achievements of the entire Navy family: active duty people, dependents, civilian employees, Naval Reservists and retired personnel. It's hoped that the efforts of individual commands will serve to insure that the annual event is not only a success, but that the commemoration becomes a permanent and living tradition.

PAY OFFICERS ASKED TO MAKE SURE FULL COMRATS ARE BEING PAID

Navy disbursing officers have been asked to make sure all of the people in their jurisdictions have been receiving the correct commuted rations rates in their paychecks. Commands and units serviced by other than Navy disbursing offices should also insure that their personnel are being paid at the proper rates.

These requests have occurred as a result of a recent sampling of Navy pay records which revealed that some 13 per cent of the people in the Navy were receiving less commuted and leave rations than that to which they were entitled. The commuted ration entitlement was raised from $1.46 to $1.65 on 1 Jan 73.

NAVY OFFERS PHOTO COURSES FOR OFFICERS, ENLISTEDS

The Navy is offering five college-level courses, lasting from a year to two years, to officers and enlisted men and women interested in a career in Navy photography and cinematography. Each course is set initially to begin in September 1973. The courses are:

Officer Cinematography -- a two-year course for naval photographic officers at the University of Southern California.

Motion Picture Film Editor -- a one-year course in film editing for photographer's mates, also at the University of Southern California.

Motion Picture Sound Engineer - a one-year course with emphasis in sound engineering for photographer's mates at the University of Southern California.

Photographic Journalism -- a one-year course for officers, journalists, and photographer's mates at Syracuse University in New York.

Motion Picture Script Writer -- a one-year course for journalists and photographer's mates at the University of Southern California.

Check BuPersNote 3150 of 23 May 73 for additional details and eligibility requirements, or drop by your personnel office. Applications for all the courses other than photojournalism should be made to the Chief of Naval Personnel by 13 Jul 73. Photojournalism applicants should submit their requests to the Chief of Naval Information.

• NAVY EASES DEPOSIT PLAN RESTRICTIONS

Persons participating in the Uniformed Services Savings Deposit (10 per cent savings) Plan -- a special program for those assigned to overseas duty stations -- are now authorized to make one withdrawal of any portion of the principal sum in their account. The single withdrawal is authorized when the depositor is returning to the U. S. on leave, is on temporary additional duty (with no permanent change of station involved), or is between consecutive overseas tours. Check AlNav 30-73 for further details.

• NEW SET OF NAVY REGS NOW IN EFFECT

A new version of Navy Regulations -- this one emphasizing more the Secretary of the Navy's policies and delegating organizational matters to the Chief of Naval Operations and Commandant of the Marine Corps -- has been approved as the overall governing document of the Department of the Navy. It is the first time in 25 years that Navy Regs has been substantially revised.

The 1973 version places the responsibility for detailed ship's organization, watchstanding and other professional performance requirements for officers and enlisted people on CNO and Commandant of the Marines. Certain chapters and regulations from the 1948 Navy Regs will remain in effect, and NavOp 56-73 has listed the chapters and articles which will remain and those that will be promulgated later by CNO directives. Those chapters continuing in effect are on shipboard officer responsibilities (executive officer and below) and shipboard organization. The articles continued are those concerning information to be furnished to a superior, flagship communications organization, safe navigation, anchoring, shiphandling and battle lookouts. The new regulations have been published in the Federal Register (Vol. 38, No. 57, Part II, dated 26 Mar 73); selected fleet units and shore commands are expected to receive copies of the Federal Register shortly.

• ACADEMY BUILDING TO HONOR ADMIRAL RICKOVER

A new engineering studies complex at the United States Naval Academy will be named in honor of the Navy's nuclear chief, Vice Admiral Hyman G. Rickover. Rickover Hall, scheduled for occupancy in 1974, will contain more than 300,000 square feet of classroom and faculty spaces and will house the most modern equipment for teaching engineering. VADM Rickover is director of the Navy Nuclear Propulsion Programs.

from the desk of the Master Chief Petty Officer of the Navy

"Commissary and Exchange Shopping"

MCPON JOHN D. WHITTET

In these inflationary times, prices of most consumer goods have risen sharply and the prices at Navy commissary stores and exchanges are no exception.

But if the Navy Resale System hasn't always been able to "hold the line" on prices, it has certainly held the line on profits. For the past several years, Navy exchange markup has consistently averaged about 15 per cent and commissary stores have held their markup to about five per cent. Compared to the oftentimes 40 to 50 per cent markup in civilian department stores and 20 to 25 per cent markup in commercial supermarkets, commissaries and exchanges look pretty good! Especially when you consider that most of the net profit from the Navy exchanges is returned to you through special services like base movies, intramural sports, swimming pools, golf courses, hobby centers and bowling equipment. The small surcharge applied in Navy commissary stores is used to cover certain operating expenses as required by law and to upgrade and maintain our commissaries for your shopping convenience.

Sometimes civilian merchants will offer individual items, called "loss leaders," for sale at a loss to attract customers into their stores. Once inside, the merchants know it will be convenient for you to purchase other items which are regularly priced. While your Navy Exchange cannot compete with loss leaders, it does consistently offer you lower prices on the greatest number of items, which reduces your total bill.

The same holds true for Navy commissary stores where surveys reveal savings of up to 30 percent over commercial supermarkets.

Last November, price comparison surveys were conducted at 13 Navy commissaries. In the Charleston, S. C., area for example, a purchase of one pound of each of the 12 meat items at the commissary store resulted in savings of $1.94 or 13.3 per cent over the commercial prices.

On the subject of meat, some commissary patrons have inquired about economy grades of beef. While it is possible to stock an economy grade of beef, experience indicates that patrons are generally unsatis-

FIRST CLASS SELF-HELP

"When you get back from a flight at three in the morning, it's really nice to have a place where you can sit down and relax, have a beer and not disturb your buddies . . ."

A few months ago this 1st class petty officer at Sigonella, Italy, couldn't have made this comment, but today he can, and it's all his own doing. Beginning with the old "day" room in their spaces in Barracks 171 the 1st class petty officers at VP-23 have converted the place to a plush, well-equipped lounge. It wasn't an easy job since the men had practically no materials, but viewing the end product you would never know it.

For example, the nice-looking paneling on the walls was made from old discarded crates that the 1st class disassembled and varnished. The club-type shades covering the lights hanging from the ceiling are refurbished bird feeders. Even the picture frames are handmade; constructed of painted cardboard.

Drapes were hung; a fan was installed in one of the windows, the ceiling and trim were painted; and the lounge began to look like a lounge. A game table was purchased from the PX and added for cardplaying, letter-writing, or whatever. Other small tables were arranged around the perimeter of the 30-foot-square room for chess, acey-deucy, reading, and letter-writing to accommodate the large number of men fied with beef graded lower than USDA Choice. Because of limited demand, the supply of lower graded beef is not consistently available and when it is available, the cost per unit measure of edible yield provides little, if any, savings over USDA Choice beef.

Exchange patrons occasionally complain about the selection of available goods and it's true that the selection isn't always as wideranging as a civilian department store. Some items like TVs, refrigerators, automobile tires and washers and dryers are prohibited from being sold at CONUS exchanges by the Congressionally adopted Armed Services Exchange Regulations. Within restrictions, Navy exchanges have effectively expanded the number and quality of goods being sold and have added services like conveniently located minimarts and rental equipment.

NAVY COMMISSARY STORES have also expanded their inventories. Commissary stores now stock basic health and beauty aids previously available only through exchanges. As an additional service, hours of operation have been extended in certain stores and vendor supplied, cents-off coupons are accepted for additional savings. A number of commissary and exchange items are also offered at reduced prices throughout the year during special promotional events such as the upcoming Navy Birthday sale event in October of 1973. Other special events are held locally as a result of voluntary price reductions by suppliers. These events are publicized at the store level and on the station and base through the plan of the day and base newspapers.

Also, many patrons do not realize that an item purchased in a Navy exchange may be returned for a refund of the purchase price at any Navy exchange across the country or around the world. This policy has recently been extended to include interservice refunds or adjustments. This allows merchandise to be returned to any military exchange, if a Navy exchange is not located within a 50-mile commuting distance.

In other action, budget-priced exchange merchandise is now being stocked. The infants' and children's departments, for example, have recently added 17 lines of staple merchandise and emphasis is being placed upon displaying these items alongside regular-priced merchandise for easy comparison at Navy exchanges.

SOME PATRONS HAVE ASKED why the prices of identical items vary from one exchange to another. The major reasons for these occasional price differences are quantity of merchandise ordered and freight charges. The basic price of an item is determined through negotiation with the manufacturer and supplier. Negotiations are conducted by the Navy Resale System Office in order to obtain the best possible price, since this office represents all Navy exchanges. The results of these negotiations are circulated to all Navy exchanges in the form of merchandise listings, which establish the basic cost price of the goods. The basic price usually applies to a specified quantity of items.

Freight charges are added on to the basic price. In addition, if an exchange orders less than the stated quantity, the merchandise will probably cost a little more. The combination of these extra charges establishes the cost of the goods for a particular exchange and these variations are the reason why prices are sometimes different for the same item at separate exchanges.

These are inflationary times . . . but I think you'll find, as my wife and I have, that careful shopping at your commissary store and exchange really helps.

that frequent the lounge during their off-hours. Gasoline lanterns furnish emergency light for the room.

SEVERAL refrigerators are used in the room for storage of personal beverages and food, which can be cooked in the kitchen area adjacent to the entranceway. There's always coffee in the pot, magazines in the rack, and music streaming from the stereo (compliments of Guy Branch).

Even the door was renovated, with a large facsimile of the 1st class insignia painted on the front. There's no question about who is allowed in the area.

The First Class Lounge has become a popular place for the men's squadron activities, as meetings, rap sessions with the skipper, and reenlistments have been held there.

The men take no individual credit for the construction: "It was an all hands effort."

Everyone Aboard Apache Is Involved In Command's Drug Education Program

ABOARD USS APACHE (ATF 67), there is an outstanding drug education program. It is aimed at educating crewmembers concerning drug abuse through lectures, films and discussions led by Hospital Corpsman Thomas Evans. Representatives of numerous commands have visited *Apache* to study the details of the program which involves everyone on board from the commanding officer to the newest seaman recruit.

Lieutenant Michael D. Barker, *Apache's* CO, was recently presented with a letter from the Chief of Naval Operations commending him and his crew for their success with the program. It has produced a new anti-drug sentiment and set a goal of ending any possible drug abuse incidents within the command.

EVERYBODY SHOULD MAKE A WILL! HERE'S WHY...

DO YOU REALLY KNOW what a will is?

A will is a person's official written declaration, naming the person or persons or institution that he desires to inherit his property, real and otherwise, after his death.

While it is important for you as the head of a household to have a will detailing how your estate will be distributed, it is equally important for your wife to make a will also. Remember that if you die leaving everything you own to your wife, she must also have some sort of estate plan to pass the property to your children or other loved ones at her later death. Therefore, it is best for both of you to visit a legal assistance office at the same time to make wills after first discussing arrangements to be made in each will.

HERE ARE SOME LEGAL TERMS everyone drawing up a will should be familiar with before discussing the preparation of a will with a lawyer:

Administrator—the person appointed by a court to settle an estate;

Beneficiary—anyone to whom the maker of the will (testator) leaves a portion of his property;

Codicil—an amendment to a will;

Estate—all property (real and personal) in which a person has an interest, such as money, savings account, stocks, house, furniture, etc.;

Probate estate—that portion of an estate which requires court-supervised administration to effect transfer of title. It does not include property transferred at the time of a person's death by other means, such as property held as joint tenants with right of survivorship or life insurance paid to a designated beneficiary. For tax purposes, all property which the decedent owned or in which he had an interest may be included in the taxable estate, although some of it is not within the probate estate;

Executor (Executrix, if female)—the person named in a will to carry out the wishes expressed in the will. Upon the death of the maker of a will, the executor must take the will to the proper court for probate. Once the court accepts the will as valid—that is, admits it to probate—the court officially appoints the person the will names as executor or executrix. That person is responsible for at least five basic actions:

- Collecting and preserving the property.
- Having the property appraised, if necessary.
- Furnishing an inventory of the property with the appraised values to the court and taxing authorities.
- Publishing a notice to all who might have a claim against the estate, and paying all justifiable claims.
- Distributing the net estate after debts and expenses to the person or persons or institution named in the will.

Intestacy or Intestate—dying without a valid will. If you should die intestate, your property will be distributed according to the laws of the state in which you were a legal resident at the time of death. A court will appoint an administrator to distribute the property, and if there are minor children, the court will appoint a legal guardian for them if necessary.

Important New Form For Your Pay/Service Record

IF YOU HAVE NOT ALREADY DONE SO, within the next couple weeks or months you will be filling out a brand-new administrative form very important to your service record and your pay record.

Titled "Dependency Application/Record of Emergency Data (NavPers 1070/602) (Rev 7-72), the new five-page, two-part, dual purpose document combines data on both dependency status and emergency information. It is intended for use by Navy members on active duty only.

The importance of correctly preparing the new form cannot be overemphasized, for a number of reasons. The information you provide could affect your pay if incorrectly submitted, and the person or persons you wish to have notified in the event of your death may not get the word if you provide the incorrect information.

To begin with, Part I is used as notification to the Navy Family Allowance Activity any time you have a change in dependency status, either new, additional or a termination. This is important since it could have an effect on a dependency allotment or allowance. The Navy Finance Center will process the dependency data received (prepared on the Optical Character Recognition computer-sensitive form) updating your Master Military Pay Account. Then it will provide the data to the Bureau of Naval Personnel where it will be entered into the Manpower and Management Information System.

Since Part I consists of the official Navy record

Almost without exception it is better to make a will than to die intestate.

Testator (Testatrix, if female)—the maker of a will.

Executing and Revising a Will

Because a will has to be signed strictly according to formal legal requirements, and written so that there can be no misunderstanding of the language used in expressing the testator's wishes, you and your spouse should consult with a legal assistance officer in preparing a will and in the final execution.

After a will has been prepared and signed, it should be reviewed at regular intervals (some say at least once a year) to be sure that it needs no altering because of changes in your financial status or the status of beneficiaries. To change a will, you may make a new one—which revokes the old one—or add an amendment to the original will (called a codicil) that must be executed with the same formalities as the original will. At the same time you review your will, check your insurance policies too—especially your beneficiary designations.

Never try to change a will by lining out parts, and do not write in changes. This could have the effect of revoking the entire will, in which case you would die intestate.

Once completed, a will should be kept in the safest possible place, but in a place where the authorized person can get it when needed. Along with the will should be an inventory of your estate. (You might think this is unnecessary because your wife knows what you own and where to find it. But if you and your wife perish together, would your parents or other next of kin know of all your assets?)

The following items should be considered when such a listing is made.

Money and Savings—cash on hand; bank accounts, savings deposits and credit union accounts and their respective numbers; stocks, bonds, mutual funds or trust funds; other securities.

Real Estate—home, land, rental property, business property.

Personal Property—Automobiles, motorcycles and scooters; furniture and other household goods, such as china, silver, lamps, etc.; heirlooms or antiques; clothing, such as fur coats, suits, etc.; hobby collections, such as stamps and coins and guns; jewelry; sports and other equipment, such as golf clubs or skis; books; pets or livestock.

Any house, stocks, bank accounts, or other items jointly owned by you and your wife with the right of survivorship, will not be controlled by the terms of the will, but at the death of the owner will go automatically to the surviving owner. This provision is automatic *only* if the property or items is owned jointly by you and your wife and the document of ownership contains the right of survivorship.

Now that you know what a will really is, be certain that yours is a proper one by visiting your legal assistance officer for a legal checkup. Do it today. Tomorrow may be too late.

Record of Emergency Data

A document maintained in your service record which may be applied directly to the settlement of your official affairs is the Record of Emergency Data.

The contents of NavPers 601-2, Page 2, provided by you on an up-to-date or annual basis, informs the Navy of whom you want notified in event of your death or status as a missing person. It lists the person or persons you designate to receive the death gratuity when no spouse or child exists, and who is to receive unpaid pay and allowances.

The Record of Emergency Data also lists commercial insurance companies and policy numbers, as well as all government policies you have in effect. The importance of keeping your insurance policy beneficiary listing up to date might be noted here as a reminder to stop by the personnel office and verify your record.

of your dependency status, it is used as the substantiating document for your pay record credit and eventually it will be the input source to the automated Joint Uniform Military Pay System.

Part II is designed to provide an immediate, accessible and up-to-date record of emergency data on each member of the Navy. It will be used primarily for the purpose of casualty reporting. On it you will provide information on who is to be notified in case of emergency or death; who is to receive the death gratuity when no spouse or child exists; who is to receive your unpaid pay and allowances upon your death; who is to receive allotments of pay if you become listed as missing or unable to transmit funds; and the names of life insurance companies to be notified in case of your death.

On the reverse side of Part II—on the Service Record Copy—the new form provides space for the annual certification of your dependency status. The personnel office at your command will assist you in preparing this portion of the form as necessary.

Additionally, Part II alone is used as the dependency application for Reserve members on AcDuTra for less than 30 days. Henceforth, all members on active duty *without* dependents will prepare a new NAVPERS 1070/602 (Rev 7-72) (Part II only) whenever changes occur to their current Record of Emergency Data now maintained in their service records.

Members *with* dependents are scheduled to prepare both Parts I and II of the new document by 31 August. All officers' forms were to be completed by 30 April. Enlisted members were scheduled by name, alphabetically: A-E: 31 May; F-L: 30 June; M-S: 31 July; and T-Z: 31 August. If your scheduled date has come and gone, pay your personnel office a visit. It's important.

NJROTC INSTRUCTORS SOUGHT

Naval science instructors and enlisted assistants are needed to fill teaching billets created with the expansion of the Navy Junior Reserve Officers Training Corps. The Secretary of the Navy recently announced approval for 45 new units and two previously deferred host schools, bringing the program up to 223 units in 42 states and the territory of Guam this coming school year.

Commissioned officers through the rank of captain, and chief petty officers with at least 20 years of active duty and retired within the last three years, may qualify for the positions.

A senior NSI must possess a baccalaureate degree and an enlisted assistant NSI must have a high school diploma or equivalent. Officers working toward degrees may also be employed as assistants. A minimum staff for each high school consists of one instructor and one assistant.

Retirees interested in this second career should apply to the NJROTC program manager at the nearest naval district headquarters. A Navy board review of the applicant's record and a personal interview by an authorized Navy representative are both required before approval is given for hiring.

The minimum pay plan is that retirees will continue to receive retired pay and the school will pay the difference between retired pay and full active duty pay and allowances. The Navy reimburses host schools for one-half the difference.

The three-year NJROTC curriculum includes courses in orientation, seapower, seamanship, oceanography, meteorology, astronomy, navigation, electronics, radar, sonar, leadership and drill.

WDDG-TV NOW ON THE AIR

"Stand by on camera one, get those lights ready—hey, close that door, can't you see we're recording?"

"But I thought this was Missile Checkout," replied the confused seaman standing at the door.

Well, this room aboard USS *Sellers* (DDG 11) was Missile Checkout—until closed-circuit television came to the ship and WDDG-TV became a reality. The former equipment space was transformed into a studio and what followed was a live and taped format of programming that is broadcast every other day aboard this guided missile destroyer on its way around the world.

What had been an idea since April 1972 became a working operation on 17 October when WDDG-TV went on the air at 1800 with taped news, sports, weather, and "Concept," live interview program. Since then WDDG-TV has been on the air every other evening while at sea when operations permit.

When *Sellers* departed her home port of Charleston, S. C., most of the closed-circuit TV system was installed but, due to a shortage of manpower, the final stages of wiring and TV set installation were still unfinished.

That's when the fire control technicians and gunner's mates aboard *Sellers* swung into action. With assistance from several electronics technicians and members of the ship's repair force, installation and wiring of the TV sets were completed. A production team was then organized by the FTs and GMMs and, within a few days, WDDG-TV was on the air.

News and sports broadcasts were provided by radiomen and weather predictions were supplied by the ship's quartermasters, while local news was gathered from all corners of the ship by a diligent team of reporters. Since its inauguration, this system has been used to televise a cake-cutting ceremony honoring the Navy's birthday, topside scenes while entering port, drug exemption program films, and Sunday divine services. Future plans provide for showing movies and videotapes made available to the ship from sources in the United States.

New host schools for Fall 1973 are:

California: Eureka Senior High School, Eureka; Hogan Senior High School, Vallejo; Lodi High School, Lodi; Lutheran High School, La Verne; J. Eugene McAteer High School, San Francisco; Oakdale High School, Oakdale; San Fernando High School, San Fernando; and Woodland High School, Woodland.

Colorado: Greeley Central High School, Greeley, and Greeley West High School, Greeley.

Connecticut: Shelton High School, Shelton.

District of Columbia: Howard D. Woodson Senior High School, D. C.

Florida: Fort Lauderdale High School, Fort Lauderdale, and Orange Park High School, Orange Park.

Georgia: Valdosta High School, Valdosta.

Guam: Father Duenas Memorial School, Agana.

Indiana: Washington High School, Washington.

Kentucky: Central High School, Louisville; Iroquois High School, Louisville, and Montgomery County High School, Mount Sterling.

Louisiana: Lafayette High School, Lafayette.

Michigan: Henry Ford High School, Detroit, and Mona Shores High School, Muskegon.

Minnesota: Blaine Senior High School, Anoka.

Nevada: Carson High School, Carson City; Chapparal High School, Las Vegas; and El Dorado High School, Las Vegas.

New Jersey: Eastern Regional High School, Gibbsboro; Mater Dei High School, New Monmouth; Middle Township High School, Cape May Court House; Rancocas Valley Regional High School, Mount Holly; and St. Thomas Aquinas High School, Edison.

New Mexico: Roswell High School, Roswell.

New York: Notre Dame High School, Utica, and St. Mary's Academy, Glens Falls.

North Carolina: Cape Fear High School, Fayetteville, and Walter Hines Page Senior High School, Greensboro.

Ohio: East Technical High School, Cleveland.

Pennsylvania: Delhaas High School, Bristol, and Mt. Lebanon High School, Pittsburgh.

Tennessee: David Crockett High School, Jonesboro.

Texas: R. L. Turner High School, Carrolton.

Virginia: Homer L. Ferguson High School, Newport News, Va.; Warwick High School, Newport News; and George Washington High School, Danville.

Washington: Oak Harbor High School, Oak Harbor, and Sammamish High School, Bellevue.

Any additional information may be obtained by writing to the Chief of Naval Training, Naval Air Station, Pensacola, Fla. 32508.

CALIFORNIA ROAD RALLY

Crewmembers of the San Diego-based destroyer USS *Hanson* (DD 832) recently braved an unexpected downpour to stage their second annual professional road rally, complete with checkpoints and signal flags.

While road rallies in California are nothing new, *Hanson's* was somewhat different than most. The rally format was the same as that of last year, allowing "any four-wheeled conveyance authorized for use on California roads" to qualify. As a result, entries ranged from small European cars to a pickup truck.

After the first competitor was waved away, 23 other entrants followed at two-minute intervals. Each vehicle carried at least two persons, the driver and a navigator to guide him through the three legs of the tricky course. Several of the drivers also took along their children as passengers.

From the Naval Station, the rally route skirted the southern half of Imperial Beach, providing all entrants with a panorama of San Diego County, winding through Chula Vista, Sweetwater, Spring Valley, past Otay Lake and finally along Mission Gorge to Admiral Baker Field.

Three checkpoints, one on each leg of the route, were staffed by volunteer *Hanson* crewmen who acted as timekeepers. The checkpoints themselves were clearly marked with Navy signal flags.

Ten teams of the original 23 starters completed the rally, with the last pair of entrants arriving at the finish line shortly past noon, or in a little more than two hours' driving time.

When the final results were tabulated, first place trophies went to Commander Ian Watson and his navigator (and wife) Eleanor. The day was appropriately capped with a picnic lunch for all ship's company served at the Watson's lakeside home. The commander, by the way, is *Hanson's* commanding officer.

MARK I, MOD 2

IT'S IN THE BAG

THE NEWEST NAVY WEAPON SYSTEM comes in a small, black case which, save for its official-looking label, could pass for a traveler's overnight bag. But the red, white and blue sticker signals an advanced and sophisticated deterrent, augmenting present Navy armament at a ratio of one to every 100 people. It is the Mark I, Mod 2, U. S. Navy Drug Information Kit.

This neatly packaged kit is one of the primary physical resources in the Navy's Drug Abuse Education Program, now being put to use by the Bureau of Naval Personnel's Human Resource Development Project. With its accompanying projector and film cassettes, it is designed to make up the necessary tools for any on-board drug education program.

The kit is made up of around 20 books and pamphlets, a tape recorder and seven tape cassettes. The tapes cover specific discussions of certain drugs, besides more philosophical and medical narrations by prominent personages in the drug education area. Printed materials range from short pamphlets by the National Institute of Mental Health to broader works on the whole drug scene. One volume gives a complete listing and explanation of the new vocabulary which has made the drug area a curious mystery to so many newcomers. All of the materials cover drugs, alcohol and nicotine.

EARLIEST VERSION of the Drug Information Kit came out more than a year ago and was field-tested at a number of locations. Additionally, it was evaluated by the Drug Abuse Research and Education (DARE) Foundation at the University of California at Los Angeles. In a 256-page document, this group made recommendations for revisions in the first edition; noted professionals in the field, and youths between the ages of 17 and 25 reviewed this kit.

Based on these evaluations and recommendations, the Mod 2 prototype emerged. While some commands may have received the first kit, all the individual materials of the newer version can be ordered. Both editions have many common elements and have been evaluated as of high quality.

"It is pretty accurate to liken this kit to a weapon system," Commander Alfred Kelley, Drug Education Program Director, said. "What it contains is current, unbiased and accurate information and, in the area of drugs, this is the best weapon.

"We have been misinformed as a society by the myths, and attitudes have been shaped by fears about drugs. This has led to inappropriate or unproductive treatment and programs which have been unrealistic. In fact, what we must all understand are the facts concerning drugs. Even more importantly, we must realize that drug-taking basically starts out as a manifestation of problems which people experience (and solve) every day—problems such as loneliness, peer pressure, boredom or thrill-seeking, or a combination of these."

The Drug Information Kit backs up this approach. Each tape starts with the words, "This (tape) is not going to tell you not to take drugs. Instead, it will present some information and opinions to help you make your own decisions." What follows, then, is a series of frank and in-depth discussions about the psychological and debilitating physical effects of drug abuse. The books and pamphlets follow similar patterns.

DOWN-TO-EARTH facts are used to put everything in perspective. Heroin, developed in 1898 in Germany, is cited, for instance, as a brand name thought up by an ad man to help sell a "heroic" new painkiller. In the movie "Weed" it is pointed out that the most thorough study done to date on marijuana was one published in 1895 as the Indian Hemp Report.

Bringing the facts up to date are recently reported data focusing on such important realities as the "one cup of tar" that a pack-a-day smoker puts in his lungs every year.

"There is a very fine line which must be drawn amidst all of this," one program specialist said. "The people in the Drug Abuse Education Program are not putting out propaganda. We recognize that most of the youth today can smell propaganda a mile away. Rather, we are attempting to give out straight information. On the other hand, there are countless legitimate pitfalls and reasons to stay away from drug and alcohol abuse that we have to highlight credibly.

"Nothing in the kit represents specific Navy drug policy, but rather it is a compilation of information in which an individual can seek out the answers." As CDR Kelley said, "The Navy's policy against drug and alcohol abuse is quite clear in existing instructions. In all cases, it is in absolute compliance with federal law." No matter how you look at it, illegal drugs are illegal, and that's the Navy's position.

Mechanically, the projectors and films which accompany the kits have several unusual characteristics. The projector is a table model which throws an image on a small viewing screen and has the added capability of adaptation to a large screen. (The films and projectors are leading the way in the Navy's transition to super 8-mm.)

THE EPISODE FILMS raise issues in the drug area and bring out the need for further knowledge. Using volunteers from the Fleet, these spontaneous scenes were acted out and put on film; they provide realistic and effective tools in discussion starting.

All active duty Navy commands should have a kit by this time. Following this distribution, the Navy's Drug Education Program effort will move to the Reserves and the service's civilian employees. The distribution procedure includes several days of seminars and training sessions which are as important as the turnover of equipment.

"But you can't just hand over the little briefcase and expect people to charge off on their own," a program implementer said. "First we brief commanding officers on the Drug Education Program and the use of the physical resources they will receive. Then for two days, we work with the command representative who will be running the program.

"During this session the individual learns how to use the kit itself but, more importantly, he learns how to design a drug education program for his command. He writes up a 'straw man' or proposed plan, and our trainers and consultants look it over."

This whole effort is then followed up by a program specialist several months later. During these return visits commands are able to review and improve their programs and also receive feedback on their success to date.

HUMAN RESOURCES that make up this network of consultants are drug abuse education specialists and drug education consultants. The former are assigned to about 250 primary billets on major commands and staffs; the latter work at one of the Navy's four Human Resource Development Centers at Newport, Norfolk, San Diego and Pearl Harbor. (See ALL HANDS, Jan '73.) These specialists receive five weeks of intensive training in San Diego, and are knowledgeable about the whole drug area. They also have developed skills as educators and consultants.

The Drug Information Kit is the cornerstone of a broad and diverse program. It is one of the resources which allows each command flexibility in designing an educational effort which is realistic and effective.

"We cannot recommend any one program which will work in every command," CDR Kelley explained. "What works in one ship may not even get off the deck in another. Our intent is to provide every command with professional and adequate resources that can be used to set up individualized programs. We believe that drug abuse is a manageable problem, but in order for this to be possible, managers must know the facts and the management system, as is true in any other management area."

The Navy's Drug Education Program is young and has still to touch some commands. However, judging from the quality of its primary education device, it is off to a good start. Several other program managers are looking into the concept of training kits and it may well be that drug education has touched off a new and vital wave of shipboard education.

MOST IMPORTANTLY, however, the Drug Information Kit will initiate frank and determined dialogues and local education efforts. It can act as a catalyst to an aggressive assault on the potential problem of drug abuse.

One of the tapes further suggests the realistic philosophy behind the weapons system: "Drug abuse in and of itself is not the basic problem. Open discussion of the sometime controversial issues—be they social, familial, personal, vocational or other issues surrounding the drug problem—open discussion is the most essential ingredient of any effective education effort." —LT David B. Martin, Jr.

Winners named in

SHIP-HANDLING SWEEP-STAKES

DID YOU EVER WONDER how the captain learned to jockey your ship around so expertly? Much of his skill was learned in the same way you learned to drive a car—by doing it. But there's a catch to this method.

You may recall the anxiety with which your dad handed over the keys to the family bus when you made your first solo spin down the freeway. If his concern didn't show, it was probably only because you didn't notice his well-chewed fingernails when you returned.

To a great extent, shiphandling is (if you'll pardon the pun) in the same boat. After a captain is given responsibility for a ship, he is often reluctant to risk it with a novice at the conn. But such concern, however understandable, isn't the way to teach junior officers the skills needed to become more responsible seniors, so the Navy initiated a "shiphandling sweepstakes" to remedy the situation.

THE WHOLE THING BEGAN when NavOp Z-31 was issued. This directive encouraged commanding officers to develop their junior officers' shiphandling skills by allowing them to handle the ship in situations that required ever-increasing skill. A bonus, of course, was that while the competition made the junior officers more professional, it was also making the Navy more challenging, more interesting and more fun for them.

Line officers in the grades of lieutenant commander and below could volunteer for competition which began on New Year's Day, last year, and continued throughout the year. Those line officers serving as commanding officers were excluded from the competition, as were lieutenant commanders serving as executive officers.

Each commanding officer selected the best shiphandler from among his volunteers and during the calendar year, whenever feasible, the division or squadron commander would observe his shiphandling ability.

Plans called for the contestants generally to be grouped by squadron for competitive purposes, but division groupings were also permissible where squadrons didn't exist. Type commands which had significantly dissimilar ships were permitted to form their competitive groups as they deemed appropriate and to judge the winner.

When the victors in the 1972 shiphandling contest were announced in March this year, the following were found in the winners' circle. The winners of each Type Command are given a Fleet Letter of Commendation and their choice of duty at their next assignment.

DURING the competition, real and simulated conditions were used. They included navigation and piloting, anchoring, getting underway, tactical maneuvering, flight operations, positioning for replenishment and emergency procedures such as man overboard, aircraft accident and others.

Each competitor was evaluated on his preparation, judgment, accuracy and skill in controlling the ship.

ATLANTIC FLEET

Aircraft Carriers

LCDR Ronald Baker	USS AMERICA (CVA 66)
LT Tom Colyer	USS SARATOGA (CVA 60)
LCDR Lee Eyer	USS JOHN F. KENNEDY (CVA 67)
LT Charles Batson	USS FRANKLIN D. ROOSEVELT (CVA 42)
CWO James Wiggins	USS LEXINGTON (CVT 16)
LTJG John Maher	USS INTREPID (CVS 11)

Submarines

LT Mark E. Schwinger	USS QUILLBACK (SS 424)
LT Allan C. Bernard	USS SANDLANCE (SSN 660)
LT Bernard W. Patton	USS SIMON BOLIVAR (SSBN 641)
LT Dennis C. Marvel	USS LEWIS AND CLARK (SSBN 644)
CWO2 William D. Gosset	USS PETREL (ASR 14)
LCDR Charles K. McCoy	USS BILLFISH (SSN 676)
LT Marland H. Whitman	USS CORPORAL (SS 346)
CWO2 James F. Murphree	USS SUNBIRD (ASR 15)
LT George E. Kefee	USS TINOSA (SSN 606)
LT David A. Sager	USS THOMAS JEFFERSON (SSBN 618)

Amphibious

LTJG N. M. Mickell	USS IWO JIMA (LPH 2)
LT L. B. Kieth	USS SPARTANBURG COUNTY (LST 1192)
LT W. R. Madison	USS GUADALCANAL (LPH 7)
LTJG R. S. Atchison	USS NEWPORT (LST 1179)

Cruiser-Destroyer

LT William T. McCain	USS NEWPORT NEWS (CA 148)
LTJG Robert E. Cyboron	USS LEAHY (DLG 16)
LCDR James F. Keefer	USS ALBANY (CG 10)
LT James L. McClane	USS RICHARD E. BYRD (DDG 23)
LT John J. Becker	USS SELLERS (DDG 11)
LT Kenneth W. Martin	USS GLENNON (DD 840)
LTJG Daniel R. Welch	USS CHARLES F. ADAMS (DDG 2)
LT Bo B. Lindfors	USS TALBOT (DEG 4)
LT Charles F. Garrison	USS TATTNALL (DDG 19)
LT Walter F. Doran	USS MYLES C. FOX (DD 829)
LT Jeffrey E. Callahan	USS DAVIS (DD 937)
LT Michael D. Riley	USS NEW (DD 818)
LT Beverly A. Daly	USS BROWNSON (DD 868)
LT Randall F. Cooper	USS GEARING (DD 710)
LTJG Timothy J. Kenney	USS ALLEN M. SUMNER (DD 992)
LT Richard M. Cassidy	USS CONYNGHAM (DDG 17)
LT William F. Clifford	USS AULT (DD 698)
LT William J. Donnelly	USS COURTNEY (DE 1021)
LTJG Edward W. Rundberg	USS PUGET SOUND (AD 38)
LCDR Ralph B. Peterson	USS SPRINGFIELD (CLG 7)
LT Wallace J. Nabers	USS KRETCHMER (DER 329)
LT Walter M. Teesdale	USS CONNOLE (DE 1056)

Service Force

LT Ronald E. Rydel	USS GREAT SITKIN (AE 17)
LTJG Thomas M. Harley	USS CALOOSAHATCHEE (AO 98)
LT David I. Reitmeyer	USS BUTTE (AE 27)
LT Michael Kampf, III	USS CANISTEO (AO 99)
LTJG David M. Valenta	USS KIOWA (ATF 72)
CWO2 Gary L. Schlomer	USS HOIST (ARS 40)

Mine Warfare

ENS Franklin P. Cawthon	USS FIDELITY MSO 443)

PACIFIC FLEET

Aircraft Carriers

LCDR Edgar B. Dorsey	USS ENTERPRISE (CVAN 65)
LCDR William P. Dobbins, Jr.	USS CONSTELLATION (CVA 64)
CWO2 William J. Stewart	USS KITTY HAWK (CVA 63)
LT Lennon L. Marchant	USS RANGER (CVA 61)
LCDR John M. Evans	USS CORAL SEA (CVA 43)
LTJG Rodney M. Tappen	USS MIDWAY (CVA 41)
LT George P. Faulkner, Jr.	USS ORISKANY (CVA 34)
LTJG Lewis G. Sherfesee, III	USS HANCOCK (CVA 19)
LTJG Steven B. Gabriel	USS TICONDEROGA (CVS 14)

Cruiser-Destroyer

LT Franklin T. Ryan	USS CHICAGO (CG 11)
LT Ralph R. Lium	USS GRAY (DE 1054)
LT Gordon L. Wood, Jr.	USS ROBINSON (DDG 12)
LT Robert T. Sollenberger	USS JOHN PAUL JONES (DDG 32)
LTJG Terry P. McCann	USS EVANS (DE 1023)
LT Miles A. Libbey, III	USS WADDELL (DDG 24)
LT Stephen J. Froggett	USS MARVIN SHIELDS (DE 1066)
LT Joe L. Frank	USS COOKE (DE 1083)
LT Gary Q. Phillips	USS HOLLISTER (DD 788)
LT Garry S. Nelson	USS McKEAN (DD 784)
LT James Earl Dilley	USS RAMSEY (DEG 2)
LT William R. Burns, Jr.	USS MEYERKORD (DE 1058)
CWO2 Kirk M. Schleichert	USS JOSEPH STRAUSS (DDG 16)
LTJG James D. Melton, Jr.	USS STERETT (DLG 31)
LT Jeffrey S. Burnett	USS DENNIS J. BUCKLEY (DE 808)
LT Edward M. Schaefer	USS McMORRIS (DE 1036)

Service

CWO2 John H. Harrison	USS RECLAIMER (ARS 42)
LT Richard B. Cuciti	USS MT. HOOD (AE 29)
LT Robert G. Allee	USS KAWISHIWI (AO 146)

Mine Warfare

LTJG Brian Toms	USS ENGAGE (MSO 433)
LT Barry J. Mathis	USS ILLUSIVE (MSO 448)

Amphibious

LT George M. Bates	USS MT. VERNON (LSD 39)
LTJG Norbert A. Ahlers	USS BLUE RIDGE (LCC 19)
LCDR Dorse H. DuBois	USS OGDEN (LPD 5)
LT Ronald E. Plummer	USS MANITOWOC (LST 1180)
LTJG George K. Grimmer	USS WESTCHESTER COUNTY (LST 1167)
ENS Thomas F. Hartrick	USS CROCKETT (PG 88)

Submarines

LT William L. Marks	USS BARBELL (SS 580)
LTJG Robert F. Ege	USS HARDER (SS 568)
LCDR Edward L. Morgan	USS GURNARD (SSN 662)
LCDR John M. Rushing	USS BARB (SSN 596)
LCDR Anson H. Burlingame	USS NATHAN HALE (SSBN 623)
LTJG George R. McWilliams	USS DOLPHIN (AGSS 555)

FILMS IN THE FLEET

THE FOLLOWING ARE SYNOPSES of a few films recently made available to the Fleet by the Navy Motion Picture Service.

JEREMIAH JOHNSON

Robert Redford gives a perceptive and creditable performance in this movie about a man who seeks his fortune in the Rocky Mountains—where the temperature only gets up to cool during the summer. The hero has a variety of experiences and meets a variety of people, including a young Indian woman he takes for a wife, a small boy he adopts, and a group of hostile Indians. In fact, the challenge of life in Indian country becomes a full-time occupation for Jeremiah.

POSEIDON ADVENTURE

Upturned by a massive tidal wave, the transatlantic oceanliner *Poseidon* becomes a floating coffin for its passengers. Gene Hackman, playing an unorthodox preacher on his way to serve in a mission in Africa, demonstrates his belief in the unlimited powers of man by leading a small group of survivors to the bilge of the ship—which is now the top—and the only chance for the living. Through steaming pipes and hot metal, the survival march becomes an odyssey into a hell of twisted metal, and a test of the endurance of each individual. If only to see an upsidedown barbershop or head, this film is worth your time.

PLAY IT AS IT LAYS

Maria Wyeth (Tuesday Weld) is a washed-up Hollywood actress suffering from deep, inner conflicts. Her problems are with ultimate questions—what is life all about? why should I live it this way? why not? Except for a few traumas typical of childhood, the specifics of Maria's problem remain in the dark. A series of flashbacks, the film is filled with endless plains, cactus, expensive cars, extravagant homes, the lights of Las Vegas—everything that is indicative of what Hollywood and Maria are, or used to be.

BUTTERFLIES ARE FREE

Faithfully adapted from the Broadway play, this film is a story of a sensitive blind youth (Edward Albert) who leaves the suburbs for an apartment in San Francisco; soon he falls in love with the hippie girl (Goldie Hawn) who lives next door. But the unexpected visits by his dominant mother and the irresponsible behavior on the part of his new-found love make for hard times ahead.

SOUNDER

Rural Louisiana in 1933 wasn't an easy place in which to live—and being Black and a sharecropper didn't make things any better. This is a story of just such a sharecropper, his wife and three children. The movie is light on comedy, light on tragedy, but heavy on acting, cinematography and music; in fact, it came up with a number of well-deserved academy nominations. Paul Winfield and Cicely Tyson deliver excellent performances of the trials and the semitriumph of a sharecropper and his wife.

THE NEW CENTURIONS

Veteran director Richard Fleischer (Tora, Tora, Tora) brings to the screen a subject of much controversy today—the policeman. The story is taken from Joseph Wambaugh's best-selling novel and revolves around two Los Angeles cops, a retiring veteran (George C. Scott) and his dedicated rookie partner (Stacy Keach). All the pressures of being a big-city cop are here. The lack of public cooperation, the hustling, the bureaucracy, the corruption, the ever-present threat of death take their toll on the veteran facing an empty future and the rookie trying to iron out a failing marriage. As if this were not enough, the on-location camera work enhances the authenticity of these two men's dilemmas.

NICHOLAS AND ALEXANDRA

At the beginning of the 20th century Russia is on the verge of revolution and needs a forceful but farsighted czar. Instead she has Nicholas, a kindhearted man but totally inadequate ruler whose life is complicated by a strongminded but loving wife and a son who is a victim of the blood condition known as hemophilia. Into these lives steps the infamous Rasputin, a mystic monk who manages to complicate things even further. The revolution comes, and Nicholas and his family eventually die violent deaths. Like a Russian novel, the movie is long, filled with a cast of thousands. But it is a good story of a man and his family, unfit for the top rungs in life but unable to escape.

OTHER FILMS also made available include those listed below. Movies in color are designated by (C) and those in wide screen by (WS).

Super Fly (C): Action drama; Ron O'Neal, Carl Lee.

The Darwin Adventure (C): Historical drama; Nicholas Clay, Susan MacReady.

Rivals (C): Suspense drama; Joan Hacket, Scott Jacoby.

Deliverance (C) (WS): Action adventure; Jon Voight, Burt Reynolds.

The Butcher (C): Suspense drama; Stephane Audran, Jean Yanne.

Crescendo (C): mystery drama; Stefanie Powers, James Olson.

Rage (C) (WS): Drama; George C. Scott, Richard Basehart.

Avanti (C): Comedy; Jack Lemmon, Juliet Mills.

Stigma (C): Drama; Philip M. Thomas, Peter H. Clune.

Loot (C): Comedy; Richard Attenborough, Lee Remick.

Vengeance (WS) (C): Western; Richard Harrison, Alan Collins.

The Dead Are Alive (C) (WS): Suspense-mystery; Samantha Eggar, Alex Cord.

Ten Days' Wonder (C): Melodrama; Anthony Perkins, Orson Welles.

The Doberman Gang (C): Comedy-drama; Byron Mabe, Hal Reed.

The Candidate (C): Drama; Robert Redford, Melvyn Douglas.

Get to Know Your Rabbit (C): Comedy; Tom Smothers, Orson Welles.

Come Back Charleston Blue (C): Comedy-drama; Godfrey Cambridge, Raymond St. Jacques.

Melody (C): Comedy; Mark Lester, Tracy Hyde.

1973 ALL-NAVY CARTOON CONTEST

If you haven't done so already, turn to page 63 for a chuckle or two, then pick up a pen and piece of paper, think about all those funny things that have happened to you or to your shipmates and jot down a sketch. Put a caption on it as necessary, and send it to: All-Navy Cartoon Contest, Chief of Naval Personnel (Pers-S2112), Navy Department, Washington, D. C. 20370. It could win for you the title as the 1973 All-Navy Cartoonist, plus an original cartoon strip of Hank Ketcham's "Half Hitch." It's just that simple.

As a contestant, you may enter as many cartoons as desired in this 18th annual contest, which has a deadline of 1 October. Keep in mind, however, that each one must portray a Navy theme and should be drawn in black ink on 8 x 10½-inch paper or illustration board. This is so they may be reproduced since most entries, winners or not, are eventually printed in All Hands and various other news media.

There are a few other entry requirements that pertain to both active duty members and dependents. Active duty members are asked to include the following information on the back of each entry in order to qualify:

- Full name, grade or rate, social security number.
- Duty station, mailing address with zip code (including FPO).
- Name of hometown and hometown newspapers.
- Title of cartoon or caption.
- A signed statement as follows: "I certify that the cartoon to which this statement is attached is original. All claims to this entry are waived and I understand the Department of the Navy may use as desired."

Dependents must include similar information:

- Full name.
- Mailing address with zip code (FPO if applicable).
- Age.
- Name and address of sponsoring command.
- Name of hometown and hometown newspapers.
- Title of cartoon or caption.
- In addition to signing a statement such as that required of active duty members, dependents must also include an additional statement: "I am a dependent of (name of sponsor, his grade or rate and duty station)."

If there is any question about eligibility, the rules state that "all Navy personnel on active duty in excess of 90 days and their dependents" are entitled to participate in the contest.

If your entry should win, the Chief of Naval Personnel will provide a suitable award in addition to those donated by Mr. Ketcham.

By the way, did you ever see the one about the sailor who was overseas, and . . .

CHRONOLOGY OF THE SEA SERVICE

Second Part

1856 - 1913

Bombardment of Fort Hatteras and Fort Clark by U. S. Fleet, 1861.

PRESENTED BELOW, and on succeeding pages, is the Chronology of the Sea Service, the first part of which appeared in the January issue of ALL HANDS Magazine.

This section begins in the years immediately before the Civil War, traces the service's activities through that war, continues on through the Spanish-American War, and ends with the birth of Naval Aviation just before World War 1. Herein is a chronology listing the transition from wood to iron and steel, the use of river fleets (which were to come into their own 100 years later in the Vietnam Era), the post-Civil War years and the emphasis on training and preparation, and the short, swift and highly successful operations of the U. S. Fleet against the Spanish navy in Cuba and the Philippines. Rounding this part out is a listing of our Navy's action in Mexico and the first use of airplanes as effective instruments of war.

1856

16 Nov—Forts at Canton, China, fire on sloop of war *Portsmouth*.

1858

29 Jul—A second try is made to lay the trans-Atlantic cable.

5 Aug—Combined efforts of uss *Niagara* and British ship *Agamemnon* result in laying of first trans-Atlantic cable.

21 Aug—Slaver *Echo* captured by uss *Dolphin*.

21 Sep—*Niagara* leaves Charleston, S. C., for Liberia with slaves. They were originally rescued by *Dolphin* (above).

1859

2 Mar—Paddle gunboat *Saginaw* launched at Mare Island, Calif.; first Navy ship built on West Coast.

25 Jun—British and French forces aided by paddle sloop *Powhatan* in attack on Peiho River forts in China.

5 Jul—Island of Midway is discovered.

1860

29 Jun—Slaver *Thomas Achorn* captured by uss *Mystic*.

16 Jul—Slaver *Triton* seized by uss *Mystic*.

1861

9 Jan—Steamer *Star of the West* is fired upon while trying to relieve Fort Sumter in Charleston.

12 Jan—Surrender of Pensacola Navy Yard demanded by state troops in Florida—state commissioners accept surrender of yard.

9 Apr—Second expedition designed to relieve Fort Sumter leaves New York.

12 Apr—uss *Harriet Lane* arrives off Charleston. U. S. squadron reinforces Fort Pickens, Fla.

17 Apr—Reinforcements for Fort Pickens in Florida arrive aboard paddle sloop *Powhatan*.

19 Apr—The president declares a blockade of part of the Confederate coast.

20 Apr—Federals abandon Norfolk Navy Yard after partially destroying it.

21 Apr—Slaver *Nightingale* is captured by uss *Saratoga*.

27 Apr—The president orders blockade of entire Confederate coast.

3 May—Confederate privateer *Savannah* is captured by uss *Surprise*.

5 May—Federals transfer Naval Academy to Newport, R. I., for remainder of war.

13 May—Pensacola is blockaded.

19 May—uss *Monticello* battles Confederate battery at Sewell's Point, Va.

28 May—Savannah, Ga., is blockaded.

31 May—Batteries at Aquia Creek, Va., engaged by Potomac flotilla.

3 Jun—uss *Perry* captures Confederate privateer *Savannah*.

7 Jun—Key West, Fla., is blockaded.

26 Jun—CDR James Harmon Ward killed by musket ball—first Union naval officer to become casualty in Civil War.

30 Jun—Commerce raider, css *Sumter*, escapes to sea through Union blockade.

2 Jul—Galveston, Tex., is blockaded.

17 Jul—Act requires promotions to "Corps of Paymasters" to be made from list of assistant paymasters.

24 Jul—Two CSA ships destroyed and a third captured by Army-Navy expedition in Black River, Va.

29 Jul—Hidden battery at Marlborough, Va., fires on gunboats *Yankee* and *Reliance*.

31 Jul—Service establishes Office of Assistant Secretary of the Navy.

3 Aug—uss *Monitor's* construction authorized; Navy's first "balloon carrier," uss *Fanny*, put in operation.

28 Aug—Forts Hatteras and Clark in North Carolina captured by U. S. squadron.

31 Aug—Navy ends daily rum rations for enlisteds.

10 Sep—Two timber clads—*Lexington* and *Conestoga*—aid Army advance at Lucas Bend in the Mississippi.

5 Oct—Confederate troops routed at Hatteras, N. C., by uss *Monticello*.

10 Oct—uss *Daylight* battles Confederate battery at Lynn Haven Bay, Va.

12 Oct—General Grant's retreat covered by timber clads *Tyler* and *Lexington* at Belmont, Mo.; first "ironclad," uss *St. Louis*, launched; and Navy squadron engages Confederate vessels on Mississippi River.

25 Oct—uss *Monitor's* keel is laid.

7 Nov—CSA batteries at Port Royal, S. C., are captured by U. S. squadron; Army is supported at Battle of Belmont (Mo.) by timber clads *Tyler* and *Lexington*.

19 Nov—uss *San Jacinto* arrives at Boston with Confederate commissioners taken from British ship *Trent*.

28 Nov—Screw gunboat *Iroquois* fails to capture css *Sumter* which escapes.

4 Dec—css *Florida* engaged by armed steamer uss *Montgomery*.

31 Dec—Biloxi, Miss., occupied by Navy forces.

1862

30 Jan—uss *Monitor* launched; first turreted warship.

6 Feb.—Fort Henry, Tenn., captured by U. S. gunboat squadron; naval expedition sent up Tennessee River ends action on 10 Feb.

7 Feb—Roanoke Island, N. C., captured by joint Army-Navy expedition.

14 Feb—Fort Donelson, Tenn., attacked by U. S. Squadron.

16 Feb—Fort Donelson captured.

6 Mar—Ironclad USS *Monitor* leaves New York for Hampton Roads, Va.

8 Mar—Former USS *Merrimac*, CSS *Virginia* destroys sloop-of-war *Cumberland* and frigate *Congress* at Hampton Roads, Va.

9 Mar—*Monitor* vs. *Virginia* at Hampton Roads, Va.

13 Mar—Union squadron attacks and captures New Berne, N. C.

15 Mar—Union squadron starts bombarding CSA defenses at Island No. 10 in Mississippi; bombards until 7 Apr.

1 Apr—U. S. Navy and Army forces attack No. 1 Fort on Mississippi.

4 Apr—USS *Carondelet*, a river ironclad, successfully runs past CSA batteries on Island No. 10 in Mississippi.

6 Apr—U. S. timber clads *Tyler* and *Lexington* prevent defeat of union troops at Pittsburg Landing (Shiloh), Tenn.

16 Apr—Forts Jackson and St. Philip, La., bombarded by U. S. squadron.

20 Apr—Union Navy gunboats *Itasca* and *Pinola* ram and break barrier across Mississippi River.

24 Apr—USS *Mississippi* engages CSS *Manassas;* Union squadron runs past Forts Jackson and St. Philip, La., and routs Confederate flotilla in Mississippi River.

25 Apr—New Orleans, La., occupied; squadron engages CSA batteries at Fort Macon, N. C.

28 Apr—Forts Jackson and St. Philip, La., captured by Union Navy.

29 Apr—U. S. flag raised over Custom House in New Orleans, La., by U. S. Marines.

8 May—U. S. Navy expedition up James River in Virginia; U. S. squadron engages CSA batteries at Sewell's Point, Va.

11 May—The *Virginia* is destroyed by Confederates at Norfolk, Va., to prevent capture.

15 May—Confederates at Fort Darling, Va., attacked by U. S. squadron.

17 May—Confederates along Pamunkey River, Va., attacked by U. S. squadron.

20 May—U. S. naval forces occupy Sono River, S. C.

25 May—Norfolk Navy Yard recaptured by U. S. Marines.

6 Jun—Battle of Memphis.

28 Jun—Part of U. S. squadron successfully dash past Confederate batteries at Vicksburg, Miss.

5 Jul—Reorganization of Navy Department into eight bureaus.

14 Jul—Union naval and Marine forces land at Alexandria, Egypt, to fight fire started by bombardment from British ships.

15 Jul—Confederate ship *Arkansas* safely passes into Vicksburg, Miss., through blockading Union squadron.

16 Jul—Rank of rear admiral created; Farragut appointed as first to hold rank.

6 Aug—U. S. screw gunboat *Essex* engages and destroys CSS *Arkansas.*

1 Oct—War Department transfers command of Western Gunboat Fleet to Navy Department.

Above: Landing troops during the attack on Roanoke Island. Right: The burning of the Congress off Newport News, 1862. Below, right: USS Hartford engages the ironclad CSS Tennessee on Mobile Bay, 1864. Bottom, right: The assault on Fort Fisher.

23 Nov—Union armed steamer *Ellis* captured by Confederates after two-day battle at Jacksonville, N.C.

7 Dec—Union ships engage Confederates at Corpus Christi.

27 Dec—Union squadron engages Confederate batteries on Yazoo River in Mississippi.

31 Dec—Sixteen lives lost as USS *Monitor* is lost at sea.

1863

30 Jan—Steamer USS *Isaac Smith* captures forts at Stono River, S. C.; joint Army-Navy expedition against Hartford, N. C.

31 Jan—U.S. steamer *Marcedita* taken by CSS *Palmetto State;* USS *Keystone State* disabled by Confederate vessel *Chicora.*

28 Feb—CSS *Nashville* destroyed by Monitor *Montauk.*

14 Mar—Union paddle frigate *Mississippi* sunk by shore batteries as U. S. squadron runs past Port Hudson, La.

19 Mar—*Hartford* runs upriver past Confederate batteries at Grand Gulf, Miss.

26 Mar—*Lancaster* sunk by Confederate shore batteries.

30 Mar—Union squadron successfully runs downriver past batteries at Grand Gulf, Miss.

1 Apr—*Hartford* blockades mouth of Red River, La.

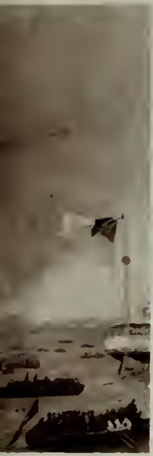
7 Apr—Union squadron attacks forts at Charleston, S. C.

16 Apr—Batteries at Vicksburg, Miss., bombarded by U. S. squadron.

29 Apr—Confederate batteries attacked by Union squadron at Grand Gulf, Miss.

19 May—Bombardment of Vicksburg batteries begun by U. S. ships.

27 May—U. S. river ironclad *Cincinnati* attacks Confederates' left flank at Vicksburg, Miss.



5 *Jun*—U. S. naval shore battery begins action at Vicksburg.

9 *Jun*—Bombarding of Port Hudson, La., begun by U. S. naval shore battery.

17 *Jun*—USS Monitor *Weehawken* captures CSS *Atlanta.*

27 *Jun*—U. S. revenue schooner *Cabel Cushing* captured by CSS *Archer.*

28 *Jun*—*Princess Royal* engages Confederates at Donaldsville, La.

4 *Jul*—USS *Tyler* beats off Confederates attacking Union troops at Helena, Ark.

13 *Jul*—U. S. ships capture one Confederate steamer and force enemy to destroy 15 others in Mississippi.

16 *Jul*—U. S. screw sloop *Wyoming* fired upon by shore batteries at Shimonoseki, Japan.

31 *Aug.*—First turreted frigate USS *Roanoke* altered to an ironclad.

26 *Oct*—Navy ships and naval shore batteries bombard Fort Sumter, S. C.

9 *Nov*—Joint Union Army-Navy attack on Fort Sumter, S. C.

17 *Nov*—U. S. Army troops and screw sloop *Monongahela* capture Arkansas Pass, Tex.

6 *Dec*—Monitor USS *Weehawken* founders off Morris Island, S. C.; 30 lives lost.

29 *Dec*—Attack on Matagorda Bay, Tex., by joint Army-Navy forces.

1864

13 *Feb*—USS *Forrest Rose* drives off three Confederate attacks on Waterproof, La., during the period 13-15 Feb.

17 *Feb*—S. C. *Housatonic* torpedoed and sunk by first sub—Confederate submarine *Hunley.*

1 *Mar*—USS *Southfield* and *Whitehead* rescue Army gunboat *Bombshell* in Chowan River, N. C.

6 *Mar*—USS *Memphis* attacked by CSS *David* (world's second sub).

28 *Mar*—Screw sloop USS *Niagara* fired upon by shore batteries at Lisbon, Portugal.

12 *Apr*—Confederates at Blair's Landing, La., driven off by Monitor *Osage* and timber-clad *Lexington.*

Above: The Naval War College, 1884. Below: Examining recruits for the Navy in the early 1870s. Bottom: The Battle of Manila.

19 Apr—css *Albemarle* sinks uss *Southfield.*

21 Apr—Union tinclads *Petrel* and *Prairie Bird* attack Confederates at Yazoo City, Miss.

5 May—U. S. ships engage css *Albemarle.*

6 May—Union armed steamer *Commodore Jones* blown up by "torpedo" in James River, Va.

22 May—Gunboat *Ottawa* and uss *Columbine* attempt to rescue Army troops in St. John's River, Fla.; effort continues until 28 May.

19 Jun—uss sloop *Kearsarge* sinks Confederate *Alabama.*

5 Aug—Battle of Mobile Bay.

15 Aug—uss *Niagara* captures css *Georgia.*

7 Oct—uss *Wachusett* captures Confederate *Florida.*

21 Dec—Congress appoints David G. Farragut a vice admiral.

1865

17 Feb—Union ships attack and capture Fort Anderson, N. C.; ends 19 Feb.

29 Mar—uss *Osage*, monitor, "torpedoed" in Blakely River, Ala.

4 May—Henry K. Thatcher, an acting rear admiral, receives surrender of Confederate naval forces in Alabama.

11 May—Confederate Navy surrenders to CAPT Edward Simpson.

22 Jun—Confederate raider *Shenandoah* fires last shot of Civil War while in Bering Sea.

9 Aug—Naval Academy returns to Annapolis after four years at Newport, R. I.

6 Nov—*Shenandoah,* first Confederate warship to circle globe, arrives in Liverpool.

1866

17 Apr—$5000 appropriated by Congress to test use of petroleum oil as fuel for ships' boilers.

21 Jun—Hydrographic office separated from Naval Observatory.

25 Jul—David G. Farragut, appointed first admiral in U. S. Navy.

1867

2 Mar—Civil Engineering Corps founded.

13 Jun—U. S. Navy landing party destroys Formosan village after massacre of American merchant seamen.

28 Aug—U. S. flag raised over Midway Island for first time.

18 Oct—*Ossipee* and *Resaca* participate in formal transfer of Alaska to U. S. at Sitka.

18 Nov—Five lives lost as uss sloop *Monongahela* carried ashore by tidal wave at St. Croix, Danish West Indies.

28 Dec—U. S. claims Midway Island, first territory annexed outside continental limits.

1868

19 Feb—Foreign residents protected by U. S. Navy force landed at Montevideo.

13 Aug—Two ships uss *Fedonia* and *Wateree* wrecked by tidal wave which hits Arica in Peru.

8 Dec—U. S. Naval Academy enrolls its first Japanese midshipman.

1869

9 Jun—Construction ordered on first torpedo manufacturing station located on Goat Island, Newport Bay.

28 Jun—William M. Wood appointed first Surgeon General of Navy.

1870

24 Jan—USS *Oneida,* a screw sloop, rammed and sunk by British steamer *Bombay,* off Yokohama, Japan; 117 lives lost.

17 Jun—Pirate ship *Forward* burned in Teacapan River, Mexico, by screw sloop *Mohican.*

15 Jul—Pay Corps established by congressional act.

13 Aug—First U. S. Navy ship, armed tug *Palos,* transits Suez Canal.

29 Oct—*Saginaw* wrecked on Ocean Island in mid-Pacific.

18 Nov—Five survivors of wreck of paddle gunboat *Saginaw* sail for Hawaii to get help.

19 Dec—Gig of USS *Saginaw* reaches Kauai, Hawaii; only one man, Coxswain William Halford, survives voyage.

1871

3 Mar—Civil Engineers given relative rank at President's discretion.

1 Jun—Fort in Han River, Korea, fires on U. S. Navy surveying party.

11 Jun—LT Hugh W. McKee is first American military man to be killed in action in Korea.

3 Jul—USS *Polaris* sails from New York for Arctic with exploration party.

1872

11 Sep—James Henry Conyers, first Black midshipman, enters Naval Academy.

1873

30 Apr—*Tigress,* a steamer out of Newfoundland, rescues 19 survivors of Navy Polar Expedition.

24 Jun—*Juniata* sails from New York in search of USS *Polaris.*

1874

31 Jul—USS *Intrepid,* first warship equipped with torpedoes, is commissioned.

1875

11 Jan—USS *St. Marys* in New York City opens as first nautical municipal school.

1877

24 Nov—Navy gunboat *Huron* wrecked off Nags Head, N. C.; 100 lives lost.

1879

28 Jun—USS *Jeanette* receives first shipboard electrical lighting system.

8 Jul—Arctic exploration ship USS *Jeanette* departs San Francisco.

1880

27 Mar—Cargo of food for famine sufferers in Ireland leaves New York aboard frigate *Constellation.*

9 Jun—William B. Remey, USMC, appointed first Judge Advocate General with rank of colonel; he formerly held the rank of captain.

9 Nov—First steam-powered ship to circle globe, USS *Ticonderoga,* ends cruise begun on 7 Dec 1878.

1881

6 Jun—Rescue ship USS *Rogers* leaves Mare Island in search of USS *Jeanette.*

13 Jun—Arctic ice pack crushes USS *Jeanette.*

21 Oct—Naval review marks centennial of Battle of Yorktown.

1882

12 Jan—USS *Marion* rescues crew of whaler *Trinity* shipwrecked on Heard Island in Indian Ocean.

1 May—Group from crews of *Alligator* and *Grampus* aid in capture of four pirate schooners.

9 Jun—Navy establishes office of Naval Records of the War of Rebellion (now known as Naval History Division).

14 Jul—Order restored at Alexandria, Egypt, with help of Navymen and Marines.

5 Aug—Congress authorizes first steel warship.

15 Nov—LCDR French E. Chadwick, first naval attache, ordered to London, England.

1883

3 Mar—Funds appropriated for four steel warships.

1884

24 Apr—Three Navy ships, USS *Thetis, Bear* and *Alert,* sail from New York in search of Greeley Expedition in Arctic.

22 Jun—Seven members of Greeley expedition rescued.

26 Jun—Commissioning of Naval Academy graduates as ensigns authorized by Congress.

6 Oct—Navy establishes Naval War College.

1885

8 Apr—U. S. Navy forces land in Panama to protect American interests during revolution.

3 Sep—Naval War College begins operations with first class.

1887

15 Jan—Army and Navy Hospital, Hot Springs, Ark., opens—first joint military hospital.

1888

30 Apr—Charles Henry Parks commissioned first Catholic chaplain.

17 Oct—Keel laid, construction begins on battleship *Maine*.

1889

3 Mar—$100,000 appropriated for construction of coaling station at Pago Pago, Samoa.

16 Mar—Two ships, *Trenton* and *Vandalia*, completely wrecked while gunboat *Nipsic* grounded by hurricane at Apia, Samoa.

1890

23 Jan—USS *Cushing*, first modern seagoing torpedo vessel, is launched.

8 Feb—Gunboat *Omaha's* landing party assists firefighters at Hodogaya, Japan.

29 Mar—Establishment of first Naval Militia.

23 Aug—Body of inventor John Ericsson, who built USS *Monitor*, returned to the engineer's homeland in USS *Baltimore*, sailing out of Boston.

18 Nov—USS *Maine* launched at Brooklyn, N. Y.

29 Nov—Navy beats Army 24 to 0 in first Army-Navy game.

1891

3 Mar—Strength of CEC corps increased to 40 officers.

27 Jun—Mass burial for 19 men drowned in 1889 Samoan typhoon takes place in Naval Cemetery, Mare Island, Calif.

16 Oct—Mob attacks crewmen of USS *Baltimore* in Valparaiso, Chile.

1892

21 Jan—Ultimatum sent Chile by U. S. demanding apology for *Baltimore* incident.

19 Jul—Navy renames Bureau of Provisions and Clothing as the Bureau of Supplies and Accounts (now called Supply Systems Command).

1893

27 Apr—Naval vessels of 10 nations reviewed by President Cleveland at Columbian Exposition.

26 Oct—Navy launches battleship USS *Oregon*.

19 Dec—USS *San Francisco* and USS *New York* leave for Rio de Janeiro.

1894

2 Feb—Crew of screw sloop USS *Kearsarge* saved by SS *City of Para* after wreck on Roncader Reef in West Indies.

1895

4 Mar—A Navy landing party fights fire at Port of Spain in Trinidad.

13 Mar—Contract awarded for Navy's first submarine.

1896

10 Jun—Building of first ship model experimental tank authorized.

1897

1 Jul—First use of International Rules of the Road.

7 Oct—First use of Inland Rules of the Road in U. S. waters.

15 Dec—Internal combustion engine for use in first submarine is demonstrated on Patapsco River in Maryland.

1898

24 Jan—USS *Maine* ordered to Havana, Cuba.

15 Feb—Loss of USS *Maine* and 250 lives.

17 Mar—USS *Holland* makes first dive, first practical submarine.

19 Mar—Naval Home's operation transferred to Bureau of Navigation (old name for Bureau of Naval Personnel).

25 Mar—Assistant SecNav Theodore Roosevelt proposes Navy investigate Langley's "flying machine."

30 Mar—Earthquake severely damages Navy Yard at Mare Island.

2 Apr—Coat of arms for Naval Academy adopted.

4 Apr—Mordecai T. Endicott, first CEC officer, appointed Chief, Bureau of Yards and Docks.

14 Apr—First "ambulance" ship, USS *Solace*, enters Navy.

21 Apr—Spanish-American war begins.

27 Apr—Matanzas, Cuba, bombarded by U. S. ships.

29 Apr—Spanish gunboats and shore batteries engaged by U. S. warships at Cienfuegos, Cuba.

1 May—Battle of Manila Bay.

11 May—*Winslow* crippled by enemy fire at Cardenas, Cuba; ENS Worth Bagley becomes United States first officer casualty of Spanish-American War; cables cut at Cienfuegos, Cuba.

12 May—San Juan, Puerto Rico, bombarded.

18 May—Telegraph cables at Santiago, Guantanamo, and Mole St. Nicholas, Cuba, cut by Navy boat parties.

3 Jun—USS *Merrimac*, a collier, sunk in Santiago harbor to block entrance.

6 Jun—City of Santiago bombarded by U. S. ships.

15 Jun—Fort destroyed and possession of outer bay taken at Guantanamo, Cuba, by U. S. ships.

16 Jun—City of Santiago again bombarded.

17 Jun—Navy establishes Hospital Corps.

21 Jun—USS *Charleston* takes Guam.

22 Jun—Spanish *Terror* and *Isabel II* engaged by USS *St. Paul*.

1 Jul—*Helena* hauls off grounded transport *Florida* while under enemy fire at Port Tunas, Cuba; *Scorpion* and *Osceola* engage Spanish ships and shore batteries at Manzanillo, Cuba.

2 Jul—USS *Helena* and USS *Peoria* engage shore bat-

Above: USS Marblehead and Nashville cutting the cables at Cienfuegos. Below: The wrecks of USS Merrimac and Reina Mercedes with Morro Castle in the background. Bottom: USS New York and Iowa return to New York following the Spanish-American War.

teries at Port Tunas, Cuba.

3 Jul—Battle of Santiago.

4 Jul—U. S. Navy ships prevent Spaniards sinking *Reine Mercedes* in try to block Santiago channel.

5 Jul—uss *Eagle*, an armed yacht, captures Spanish *Galleto*.

6 Jul—uss *Dixie* takes three ships, *Pilgrim, Three Bells* and *Greeman Castle*.

11 Jul—U. S. Navy vessels engage shore batteries at Santiago; uss *Hist* and *Hornet* cut telegraph cable linking Santa Cruz and Manzanillo, Cuba.

17 Jul—U. S. naval forces receive surrender of Santiago.

19 Jul—*LT Peary* expedition sails from Boston for Arctic.

25 Jul—Navy landing party occupies Guanica, P. R.

4 Aug—uss *Monterey*, first monitor to cross Pacific, reaches Manila from San Francisco.

13 Aug—Manila surrenders to U. S.

23 Dec—Navy Department takes control of Guam.

1899

2 Mar—George F. Dewey appointed first Admiral of the Navy (only person to hold such rank).

6 Mar—uss *Philadelphia* arrives at Apia, Samoa, to quell uprising.

1 Apr—uss *Philadelphia's* landing party ambushed in Samoa.

24 Apr—Naval Academy rebuilding commenced.

14 Sep—Two ships, gunboat *Concord* and Monitor *Monterey*, seize two insurgent schooners at Aparri, P. I.

2 Nov—Cruiser uss *Charleston* wrecked in Philippine Islands.

7 Nov—Army landings at Lingayen, P. I., covered by Navy ships.

16 Nov—Army units capture Zamboanga, P. I., with aid of gunboat *Castine*.

1900

10 Feb—Commodore Seaton Schroeder appointed first naval governor of Guam.

19 Feb—Navy Department takes control of Samoa.

11 Apr—uss *Holland*, first submarine, accepted by Navy.

31 May—Legation Guard formed at Peking, China, by Navymen and Marines.

Above: The Great White Fleet entering Puget Sound, 1908. Below: Exploring the North Pole with Robert E. Peary, 1909.

4 Jun—Boxer Rebellion begins.

13 Dec—Navy transport *Yosemite* wrecked.

1901

5 Jun—Explosion at Mare Island Navy Yard destroys ammunition magazines.

13 Oct—Navy dedicates chapel at Mare Island.

18 Oct—Law allows only U. S. citizens to enlist in Navy.

1903

2 Nov—Navy landing party from gunboat *Nashville* put ashore at Colon, Panama, to protect American interests.

1904

29 Sep—Navy launches *Connecticut,* largest warship to date.

1905

11 Jan—Gunboat *Petrel* enters Pearl Harbor, first Navy ship there.

7 Apr—Researchers locate body of John Paul Jones in Paris, France.

21 Jul—*Bennington* wrecked by boiler explosion at San Diego, Calif.; 65 lives lost.

24 Jul—Navy brings body of John Paul Jones to U. S.

1906

18 Apr—Assistance rendered by Navy during San Francisco earthquake and fire.

21 Apr—"Farthest north" point reached by CDR Robert Peary.

13 Sep—Cruiser *Denver* lands Navymen and Marines at Havana, Cuba, to restore order.

14 Nov—Theodore Roosevelt reaches Panama, becoming first president to visit a foreign country.

1907

26 Apr—Hampton Roads, Va., is site of International Naval Review.

16 Dec—First fleet of warships to circle globe—the Great White Fleet leaves Hampton Roads, Va.

1908

24 Feb—Navy cruiser *Des Moines* departs for Cuba to protect this nation's interests.

17 Mar—uss *Monongahela,* victim of fire, burns at Guantanamo Bay, Cuba.

13 May—Nurse Corps established.

6 Jul—CDR Robert Peary, arctic explorer, sails from New York in *Roosevelt.*

15 Aug—Navy establishes its first naval post offices in three ships—uss *Illinois, Prairie* and *Rhode Island.*

1909

2 Jan—Use of battleship fleet offered to Italy in order to aid victims of earthquake.

22 Feb—Great White Fleet reviewed by President Roosevelt upon its return from world cruise.

1 Mar—Arctic explorer CDR Peary leaves Cape Columbia base for his final dash to North Pole.

6 Apr—North Pole reached by CDR Peary, first U. S. flag raised there.

20 May—First battleship to visit an interior city, USS *Mississippi* reaches Natchez, Miss.

3 Nov—Peary's claim of discovering North Pole backed by National Geographic Society.

4 Nov—CDR Peary given a gold medal by National Geographic Society.

11 Nov—Plans for building a naval base at Pearl Harbor commence.

13 Nov—USS *Mayflower* takes President Taft to New York to attend Hudson-Fulton celebration.

18 Nov—Navy force ordered to Nicaragua.

1910

1 Oct—Navy sets up general storekeeper system.

14 Nov—Light cruiser *Birmingham* used for first airplane flight from a ship at Hampton Roads, Va.

29 Nov—Navy receives offer from Glenn Curtiss to "instruct one naval officer in operation and construction of the Curtiss aeroplane."

23 Dec—LT T. G. Ellyson, the Navy's first aviator, ordered to flight training.

1911

18 Jan—First shipboard landing of an airplane.

26 Jan—Navy pilot performs first naval seaplane flight in U. S., at San Diego, Calif.

4 Mar—Congress appoints Robert E. Peary to rank of rear admiral.

4 Mar—$25,000 provided to develop aviation for naval purposes.

9 Mar—Navy receives offer of Wilbur and Orville Wright to train an aviator if the service buys one $5000 airplane.

16 Mar—Ill-fated battleship *Maine* towed to sea and sunk.

1 Apr—Navy orders officer in charge, Naval Aviation, to duty with the General Board.

12 Apr—First naval aviator, LT Glenn Ellyson, qualified.

14 Apr—Navy transfers office of Naval Aviation to the Bureau of Navigation.

8 May—First airplane ordered by Navy.

18 Aug—Esther Voorhees Hasson appointed as first superintendent of Navy Nurse Corps.

14 Dec—First warship USS *California* enters Pearl Harbor after it was made a naval base.

1912

23 Mar—Bodies of 59 men taken from hulk of USS *Maine* buried at Arlington National Cemetery.

30 Mar—Design for first automatic pilot submitted to Aeronautical Society.

15 Apr—Navy dispatches USS *Chester* from President Roads, Mass., to aid survivors of SS *Titanic* sunk by iceberg in North Atlantic.

19 May—North Atlantic ice patrol established.

25 Jul—Specifications for naval aircraft first published.

26 Jul—Letter "D" sent by plane was received by destroyer *Stringham* a mile away at Annapolis—first use of radio by a plane.

6 Aug—Navy sends USS *Tennessee* with $6 million for relief of U. S. citizens in Europe.

22 Aug—Dental Corps established.

24 Aug—Collier *Jupiter*, first electrically propelled Navy ship, launched.

8 Oct—Physical examination standards for naval aviation candidates issued by Bureau of Medicine and Surgery.

15 Oct—Atlantic Fleet reviewed by President Taft at New York.

26 Oct—Navy orders LTJG P. N. L. Bellinger for flight training.

8 Nov—Two ships USS *Tennessee* and *Montana* ordered to protect Americans in Turkey.

12 Nov—Washington Navy Yard is scene of first successful catapult launching.

7 Dec—Navy Department places its civilian personnel under Civil Service.

1913

6 Jan—Navy uses first aircraft in Fleet maneuvers.

1 Feb—Navy opens postgraduate school at Annapolis.

4 Mar—Navy limited to 30 officers in naval aviation.

7 Apr—First electric-drive ship in Navy, collier *Jupiter*, is commissioned.

10 Apr—Secretary of the Navy Daniels approves issuance of Navy Air Pilot certificate.

(This chronology to be continued in future issues.)

letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers P164, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

Rickenbacker Rescue

SIR: I read with great interest the "Lost at Sea" historical supplement in the Nov 72 issue, since I was a participant in the events related. It is necessary, I feel, to make some necessary additions to the otherwise excellent text, in order that two gallant naval aviators, subsequently lost in World War II, and who were vital participants in the rescue, be properly identified. These gentlemen, Lieutenant (jg) John Graham Boyd, USNR, and Lieutenant (jg) Warner Clark, USNR, were members of the detachment operating from the Funafuti atoll, under the command of Lieutenant Bill Eadie, and including also Lieutenant (jg) Fred Woodward and myself.

As your article so correctly indicates, we all began to search in earnest for the Rickenbacker raft on 12 Nov 42, following the initial sighting by Woodward and subsequent rescue by PT boats of the Cherry raft. Since the *Kingfisher* OS 2U-3 aircraft had an endurance of more than four hours under the best of circumstance and since radio silence was strictly adhered to, we were ordered to fly in pairs in a loose scouting line, abreast, at low altitudes, combing the area where we now knew the Rickenbacker raft to be.

Boyd and I were so flying as a team on the afternoon of 12 November (my radioman was Hassel, Sea 2/c) when the Rickenbacker raft was sighted—I think Boyd saw it initially—and we buzzed the raft to let them know that, at long last, they were located. Smoke lights were dropped to aid in retention—and now the problem came up —how to get the word back to base at Funafuti to continue the rescue. We were under firm orders not to land at sea and not to break radio silence. John and I exchanged hand signals to determine gasoline state. I had the greater amount, so he flew back to the base to pass the word, while I circled the raft economizing fuel to the nth degree.

Dusk was setting in when Lieutenant (jg) Warner Clark arrived to relieve me over the raft—a welcome sight, since my fuel state was becoming critical. I helped him to find us by using Very signals and he took over from me on station. Guided by Warner, Bill Eadie subsequently arrived and carried out the rescue as recounted in the article. His was a great feat of airmanship in landing in the open sea, under darkened conditions, guided only by the moderate light of flares.

One should also take note and give full credit to the rear-seat men in the *Kingfisher* aircraft. Mine, Hassel, like his shipmates, performed many tasks superbly that we took for granted in these earlier days of WW II, and that warrant great praise that they have really never received.

A sad postscript to the episode is that many of the detachment at Funafuti were subsequently lost. Boyd, Clark, and Eadie were killed later in the war. Woodward was lost in a postwar aviation accident, as related in your supplement.

I hope that these few words will indeed set the record straight and allow due credit to Johnny Boyd and Warner Clark for their essential roles in the Rickenbacker rescue. They, like Eadie and Woodward and all the rest, were good friends and steadfast shipmates.—Gaylord T. Forrest, Captain (Ret).

• *Thanks for filling out the full details of the story of the discovery and rescue of Captain Eddie Rickenbacker and his crew in World War II, and for identifying the other Navy pilots and air crewmen who participated in the heroic rescue.*—ED.

Shining Ship's Bell

Sir: On this particular ship, commissarymen are assigned to shine the ship's bell. I read in a previous issue of All Hands magazine that this chore belongs to the department having the cleaning responsibility in the space where the bell is located. I would like to know the reference relating to this subject.—J. D. B. CSCM

• *Naval Orientation, NavPers 16138-F, page 74 states:*

"From time to time, situations arise that are not covered by written rules. Conduct in such cases is governed by customs of the service. These customs may be likened, in their origin and development, to portions of the common law of England similarly established.

"But custom is not to be confused with usage. Custom has the force of law; usage is merely a fact. There can be no custom unless accompanied by usage.

"An act or condition acquires the status of a custom when it is continued consistently over a long period of time; when it is well defined and uniformly adhered to; when it is not in opposition to the terms and provisions of a statute, lawful regulation, or order. It is the obligatory force which attaches to custom that enables it finally to ripen into law.

"In the establishment of custom on the other hand, omission is sometimes as important as commission. Long-continued nonusage may operate to deprive a particular custom of its obligatory character."

Although usage once was that the duty cook shined the ship's bell, he probably got the task because the bell was located outside the galley door. Why the cook retained the duty when the bell was moved is a mystery.

Regardless, the practice is almost nonexistent today. Nevertheless, the ship's organization and regulations manual should be followed. Ordinarily, this manual provides that all items in an area are cared for by the division in charge of that area, except items specifically charged to another division or department.—Ed.

Frigate USS Roanoke

Sir: The All Hands article "Chronology of the Early Navy" which appeared in the Jan 73 issue contains an error. The article states that the steam frigate uss *Roanoke* was launched in 1855 as a turret-equipped ship. This is not the case.

Roanoke was launched as a conventional wooden frigate of the period with her armament arranged in two broadside batteries; large pivot guns mounted on the main deck were the only elements of her armament that even suggested turrets. However, during the early months of the Civil War, *Roanoke* was cut down, armored and equipped with three turrets of the type used in uss *Monitor*. The excessive weight of turrets and armor on her narrow frigate hull made *Roanoke* unstable at sea, and she was never much of a success.

She was, however, one of the first attempts to combine the newly invented turret with an armored seagoing hull, and there would be many more costly failures before the problem was solved.—CTA3 J. S. Callaway.

• *We have been informed that you are correct.* Roanoke, *as originally built, was a conventional screw steam frigate of the period; a wooden broadside ship. During the Civil War she was cut down and had three revolving turrets mounted. This was an attempt to produce a true seagoing armored warship such as Britain and France had already built. (Ironclads so far built in the U. S., by Union and Confederacy alike, were suited only to operations in rivers and coastal waters.) As you pointed out in your letter, stability problems made* Roanoke *a failure, but she was our first attempt to turn out a seagoing centerline-turret warship.*—Ed.

Khaki Optional by 1 July

Sir: Questions regarding CPO uniforms: When will the CPO service dress khakis be officially phased out, and are CPO white gloves still mandatory as part of the uniform?—G.T.M., DKCM, USN.

• *The service dress khaki uniform becomes optional on 1 July this year, but will not be phased out until 1 Jul 1975. White gloves? They are still required for chief petty officers.*—Ed.

Performance Factor Cited

Sir: Concerning the computation of performance factor used in the final multiple for the E-7 advancement exam, what happens when a "less than 90 days" entry occurs within the six marking periods?—J. F. H., HM1, U. S. N.

• *The current instructions state in part that the performance mark average shall be computed using the trait marks assigned during the period of* *minimum service in pay grade required for advancement immediately preceding the first day of the month in which the examination is administered.*

In the case cited in your letter (when a less-than-90-days entry occurs within the six marking periods), it would be 36 months. The actual number of evaluations is in itself not an influencing factor and a "not observed" grade would not be included as an evaluation. The only requirement for advancement is that a member be evaluated during the prescribed period.—Ed.

Forms of Address

Sir: I recently had a discussion with a salty CWO-3 about the addressing of the executive officer of a ship as "commander" regardless of rank. I was taught this at some point in my career, but I can find no reference. Can you help us out?—R. D. W. CWO-2

● *Naval Orientation, NavPers 16138-F, Page 116, states the following about forms of address: "Aboard ship, the regularly assigned commanding officer is addressed as 'captain' regardless of his grade. The regularly assigned executive officer (if of the grade of commander) may be addressed as 'commander' without appending his name. 'In some ships it is customary to address the executive officer as 'commander' even though his grade is that of lieutenant commander."*

Although nothing specifically forbids it, naval usage does not include addressing an executive officer below the grade of lieutenant commander as "commander."—Ed.

PASS THIS ISSUE ON TO 4 OTHER READERS
ALL HANDS

REUNIONS

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine (Pers 164), Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

● USS *Alcor* (AD 34)—a reunion is planned for 21-23 Sep in Ft. Lauderdale, Fla. Contact George A. Taylor, 1219 Bell Run Rd., Fairmont, W. Va. 26554.

● USS *Wadsworth* (DD 516)—a reunion is set for 1-5 Aug in Houston, Tex. Contact Logan Webb, Box 532, Rockford, Ill. 61105.

● USS *Topeka* (CL 67)—a reunion is set for 10-12 Aug in Topeka, Kan. Contact James W. Wilson, 618 Abbott St., Muncie, Ind. 47303.

● *35th CB Association (USNCB)*—the 28th reunion will be held 31 Aug-3 Sep in Greenwich, Conn. Contact Phil Silver, 924 Stratford Ct., Westbury, L. I., N. Y. 11590.

● USS *Nicholas* (DD 449), 8-11 Aug 73. Contact Charles H. Smith, 418 W. Ellis Avenue, Inglewood, Calif. 90302.

● USS *Norton Sound Association*—a reunion is planned for 3-5 Aug in Oxnard, Calif. Contact USS Norton Sound Association, P. O. Box 487, Port Hueneme, Calif. 93041.

● USS *Sterett* (DD 407)—a reunion will be held 3-4 Aug in Ft. Wayne, Ind. Contact Dennis Mast, 315 E. Lexington Ct., Ft. Wayne, Ind. 46806.

● USS *Ranger* (CV 4)—the seventh annual reunion will be held 10-11 Aug in Jamestown, N. Y. Contact Ed Koch, Box 56, Clarkston, Ga. 30021.

● USS *Manila Bay* (CVE 61), VC-7, VC-72, VC-80—a reunion is planned for some time in 1974. Contact Arnold W. Lind, 3661 Trinity Drive, Los Alamos, N. M. 87544.

● USS *Saratoga* (CV 60)—22nd annual reunion will be held 5-6 Oct 73 at Long Beach, Calif. Contact RADM V. G. Lambert, Commander, Naval Base, Los Angeles/Long Beach, Long Beach, Calif. 90801.

● USS *New Mexico* (BB 40)—16th annual reunion will be held 12-13 Oct 73 at San Diego, Calif. Contact A. P. Lofurno, 2076 54th Street, San Diego, Calif. 92105.

on the serious side

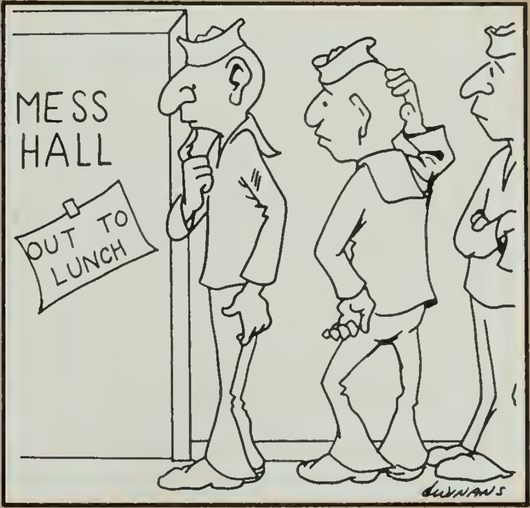
CTR1 George D. Paul

"O'Conner, you nub, if I hear you say 'It all counts on twenty' one more time, you're in a jam!"

IC1 Jeremiah H. Paoli

"The two plaid ones are mine, . . . see that they get to my room and there might be a half a buck in it for ya!"

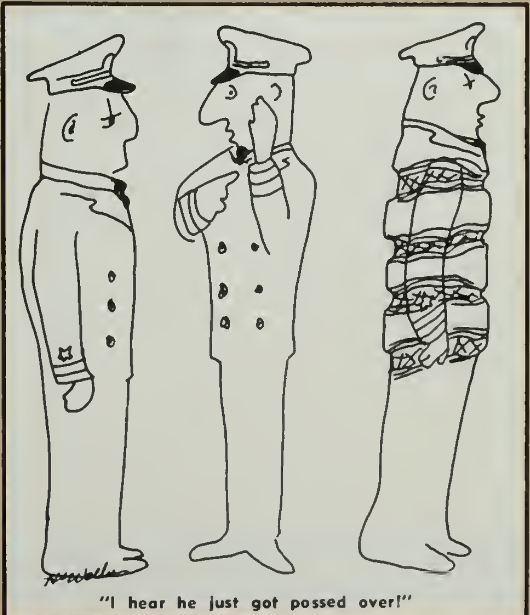
CTA1 Donald L. Winans



QM1 Thomas J. Blessing

"Let's see—red is positive—and blue is negative . . . no! . . . blue is positive and red is negative . . . or is red positive? . . . Where'd this green one come from?"

LCDR Horace G. Walker



"I hear he just got passed over!"

TAFFRAIL TALK

THIS MONTH BEGINS a new era for the "Now Navy," a date which will eventually go down in the record books as the service switches to a new enlisted uniform. The phrase "one uniform for all" has become a fact—in the not too distant future, the only place one will be able to see a set of "Navy Blues" will be in a museum.

Some will say that the switch is relatively new—actually the talk concerning a different uniform for enlisteds began with the Unification of the Services back in 1947 and much of the thinking centered around the famed Eisenhower jacket of World War II fame. But those were the days of the slow down in defense spending and there were other reasons why the idea never got off the ground, among them being storage space aboard fighting ships, laundering facilities, and other reasons.

However, all that is now in the past. Enlisted men now have a new uniform and it would be wrong to say that they are more proud of today's version—the men of the Navy have always been proud of their uniform, no matter what it was made of, or how it was cut. Pride of a true Navyman is much deeper and longer lasting than the cloth which covers him—with or without something fancy to wear, he always had his pride: pride in himself, pride in his service, pride in his unit, and—above all—pride in his country.

We said at first that this is the start of a new era. That statement is wrong. The era continues—it had its start in the days of the Revolution when Navymen had no distinctive uniform. What then is today's cloth?

THE NAVY'S FIRST deep-diving undersea vehicle, *Trieste I*, which gained international acclaim for her help in locating the wreckage of the sunken submarine *Thresher* in 1963, has been retired for some years. But now she has a home of her own.

Previously the bathyscaph had been disassembled in two parts, with the sphere section stored at the Smithsonian Institution and the float section sitting outside the Navy's Historic Museum, both in Washington, D. C. Officials decided to move the float inside for protection from the elements and reassemble it with the sphere in its full operational makeup as a major museum exhibit.

Besides her work in locating *Thresher*, *Trieste* had a long and varied career in exploring the depths around the world. Built in Italy in 1953, she set a record dive of 35,800 feet off Guam in 1960. This nearly doubled the depth of her own previous record of 18,600 set for the Navy in 1958. The *Thresher* mission was her last major assignment and she was retired late in 1963 when the Navy constructed a new deep-diving vehicle, appropriately named *Trieste II*. Now she is sitting (inside a covered berth) in the Washington Navy Yard, all together again and waiting for people to drop by and see her.

The All Hands Staff

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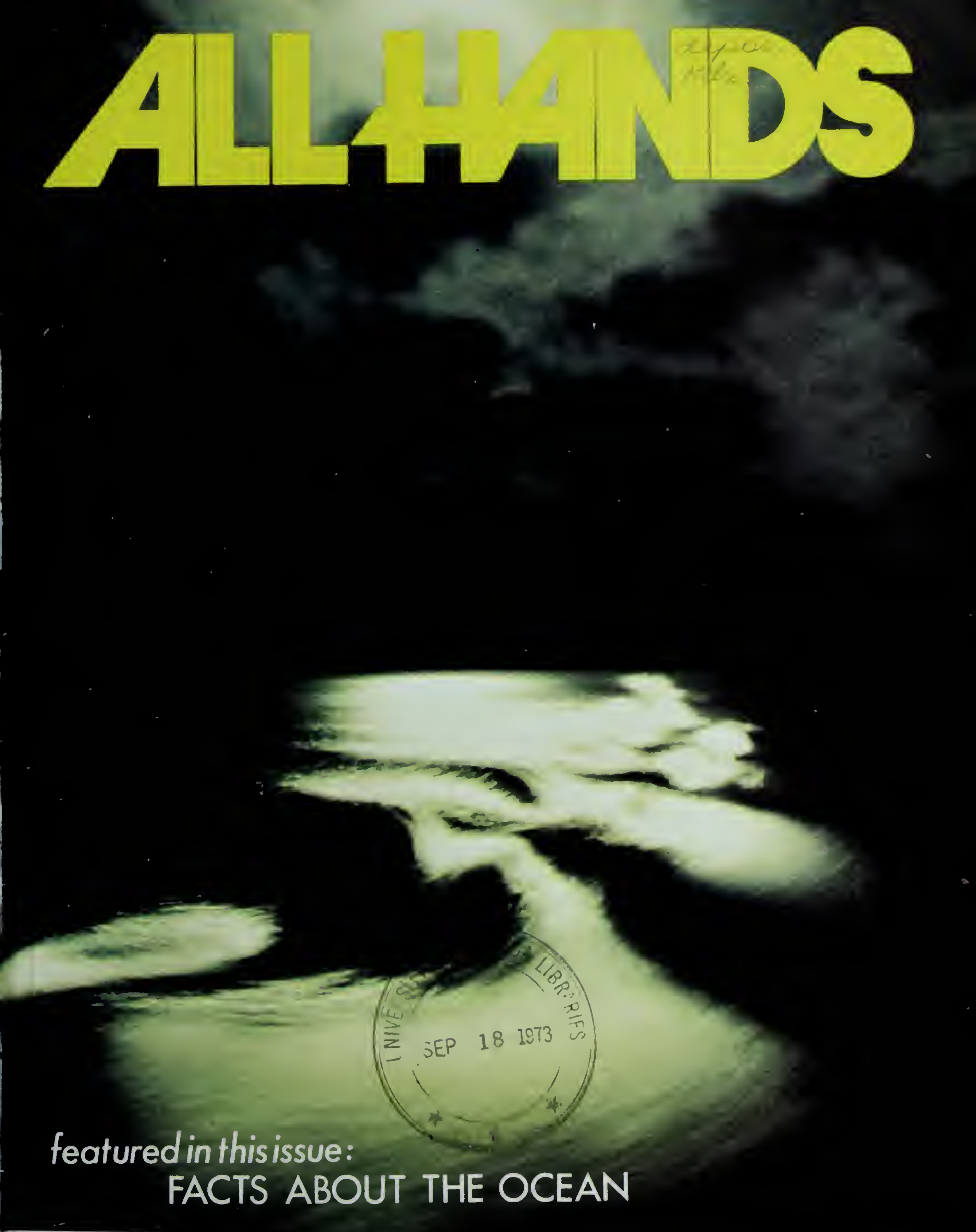
• AT RIGHT: A BIRD NEVERTHELESS—Though not exactly our national emblem, this seagull appears to be as challenging as any bald eagle as it rests on the mast of a Naval Undersea Research vessel in San Diego. Photo by NUC PAO Johnny Foland.

on the ecological front...

A NAVY OBJECTIVE:

MAKE OUR OCEANS CLEAN

ALL HANDS



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FACTS ABOUT THE OCEAN

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• FRONT COVER: MOONSHINE ON THE WATER—The mysteries of the Seven Seas have filled the imagination of man since the beginning of time. In this issue, ALL HANDS puts forth some interesting, little-known facts about the waters that surround us. See page 2 for story. Photo by JO1 J. D. Randall.

• AT LEFT: "PARA-COMMANDER REVERSAL"—Photo by PHC Chip Maury, USN, Military Photographer of the Year. This negative print of a parachutist is one of the 1972 Military Pictures of the Year. See story on page 48.

SOME FACTS ABOUT THE...

Very few Navymen have stood on the fantail of a ship and looked out over the ocean without experiencing a sense of awe. There is ample reason for wonderment if one considers nothing more than the oceans' size—for water covers more than 70 per cent of the world's surface. The sea is the spawning place of weather, and it contains riches which would make Ali Baba's cave look like a 10-cent store, not to mention that it is a veritable warehouse sheltering oddball facts of all shapes and sizes.

Speaking of both weather and oddball facts, most Navymen know that, in the Caribbean and North Atlantic, hurricanes harass Navy vessels and other shipping from June to November. Typhoons, on the other hand, sweep the western North Pacific. There is no typhoon season. Although 90 per cent occur between early June and late December, typhoons have occurred in every month of the year. Fewer sailors know that North Indian cyclones give ships a bad time in May and again in October and November or that, off northwest Australia, the willy-willies rough up the Indian Ocean from November to April.

Severe tropical storms are known by different names throughout the world but they all belong to the cyclone family. A cyclone is a rotating windstorm enclosing an area of comparatively low pressure.

Fully developed tropical cyclones are circular or elliptical in shape. Although they vary in size, they usually cover an area up to 300 miles in diameter. At the center is a small area about 10 or 20 miles in di-

OCEAN

ameter known as the "eye" of the storm. Here the pressure is extremely low and there is little or no wind. The waves in the "eye" are confused and mountainous. The skies are sometimes clear or partially overcast. Surrounding the calm center are the strongest winds of the storm, at times reaching a velocity of 150 knots. Gusts may exceed this velocity for brief intervals.

Each year the National Weather Service gives feminine names in alphabetical order to members of the tropical cyclone family as they occur. In the Atlantic, a new alphabet is begun with the first hurricane of the year. There have been rarely, if ever, more than 21 hurricanes in a season.

There is no such limitation, however, on typhoons. Four separate alphabets are prepared to identify typhoons in the Western North Pacific which occur much more frequently than cyclones elsewhere. The first typhoon in the North Pacific during each season is assigned the name directly following the last name used during the previous season. When all 84 names have been used, the entire North Pacific list is repeated, starting with the first name in the first set.

For several hundred years, many hurricanes in the West Indies were named after the particular saint's day on which the storm occurred. There was, for example, hurricane "Santa Ana" which struck Puerto Rico with exceptional violence on 26 Jul 1825, and hurricane "San Felipe" (the first) and "San Felipe" (the second) which hit Puerto Rico on 13 September in both 1876 and 1928.

During World War II, the practice of naming cyclones with feminine names became popular in map discussions among weather forecasters and with Navy and Army Corps meteorologists. It soon became evident that the use of girls' names, in written as well as in spoken communications, was shorter, quicker and less confusing than the more cumbersome latitude-longitude identification system. Weathermen also found that using easily remembered names greatly reduced confusion when two or more tropical storms occurred simultaneously.

The words for both hurricane (West Indian) and typhoon (Chinese) were derived from expressions which mean "big wind." As destructive as the big wind sometimes was, there must have been more than one sailor who would have gladly substituted a wind of any description for the dead calm of the horse latitudes. The equine latitudes (if you'll pardon the expression) are those areas of the sea where, during the early days of the West Indian trade, ships loaded with horses for the Indies were sometimes becalmed for weeks at a time. When that happened, it was often necessary to dispose of all or part of the cargo to conserve water and provisions. The horses were forced overboard and left to swim until they drowned.

Horse latitudes is the nautical term for the two belts or regions in the neighborhood of 30 degrees north and 30 degrees south latitude. These regions are noted for their high pressure areas, extended calms and light, baffling winds which, in the days of sail, caused many a captain to have a headache.

Also, in the days of sail, weather was all-important and sailors scanned the skies for telltale signs of impending changes. As with many of the seaman's activities, terms peculiar to the sea came into use and weather was no exception. Thus it was that mackerel skies and mare's tails became the description of particular cloud formations.

Mackerel skies described the mottled cirrus clouds foretelling a change of weather. Their name, of course, was derived from the resemblance of the clouds to the pattern on a mackerel's back.

Similarly, the term mare's tail became descriptive of the spreading cirrus clouds. The foreboding of these cloud formations is indicated in the seaman's lines:

Mackerel skies and mare's tails
Make tall ships carry low sails.

When mackerel skies and mare's tails indicated

storms, the Navy was ready to measure them. Before the advent of more scientific methods, it used the Beaufort Scale which, in fact, is still used at times by the modern Navy to estimate wind velocity. The scale originated nearly 170 years ago when in 1805, Sir Francis Beaufort, an admiral of England's Royal Navy, devised a system by which wind force could be measured and its strength indicated by numbers from zero through 12. Most subsequent scales have been based on Beaufort's. An adaptation of the scale is used by U. S. weather forecasters.

Of course, more scientific deductions as to wind conditions can be obtained from an anemometer (that commonly seen instrument with four small hollow hemispheres or cups which revolve around a vertical rod, the wind velocity being measured by a device which registers the revolutions of the cups).

However anemometers can and often do get out of order. On the other hand, all vessels don't have anemometers. Lacking this instrument, or the use of it, the speed of the wind can be closely estimated by observing the effect it produces on the surface of the water. Different degrees of sea disturbances can be matched on the Beaufort Scale with the indicated forces of wind required to produce these conditions:

0—Sea smooth like mirror; calm, less than one knot.

1—Ripples with appearance of scales formed, but without foam, crests; light air, one to three knots.

2—Small wavelets, still short but more pronounced, crests have glassy appearance and don't break; light breeze, four to six knots.

3—Large wavelets, crests begin to break, foam of glassy appearance, perhaps scattered whitecaps; gentle breeze, seven to 10 knots.

4—Small waves becoming longer, fairly frequent whitecaps; moderate breeze, 11 to 16 knots.

5—Moderate waves taking a more pronounced long form, many whitecaps (chance of some spray); fresh breeze, 17 to 21 knots.

6—Large waves begin to form, white foam crests more extensive everywhere (probably some spray); strong breeze, 22 to 27 knots.

7—Sea heaps up and white foam from breaking waves begins to be blown in streaks along direction of wind; moderate gale, 28 to 33 knots.

8—Moderately high waves of greater length, edges of crests break into spindrift (sea spray), foam blown in well-marked streaks along direction of wind; fresh gale, 34 to 40 knots.

9—High waves, dense streaks of foam along direction of wind, sea begins to roll, spray may affect visibility; strong gale, 41 to 47 knots.

10—Very high waves with long, overhanging crests, resulting foam in great patches blown in dense white streaks along direction of wind, surface of the sea on the whole becomes heavy and shock-like, visibility affected; whole gale, 48 to 55 knots.

11—Exceptionally high waves (small and medium-sized ships might, for a time, be lost to view behind waves), sea completely covered with long white patches of foam along direction of wind, everywhere edges of wave crests are blown into froth, visibility affected; storm, 56 to 63 knots.

12—Air filled with foam and spray, sea completely white with driving spray, visibility very seriously affected; hurricane, above 63 knots.

(Beaufort's scale was further divided into six hurricane forces: 12, 64 to 71 knots; 13, 72-80 knots; 14, 81-89 knots; 15, 90-99 knots; 16, 100-109 knots; 17, 110-118 knots.)

There's no doubt that the seven seas can be blown into quite a froth and, speaking of the seven seas, any Navyman who has taken a globe and counted them, may have wondered how the expression began.

Actually, the seven seas are usually considered to be referring to the greater percentage of the world's ocean area but the expression should not be taken literally as applying to seven actual existing bodies of water.

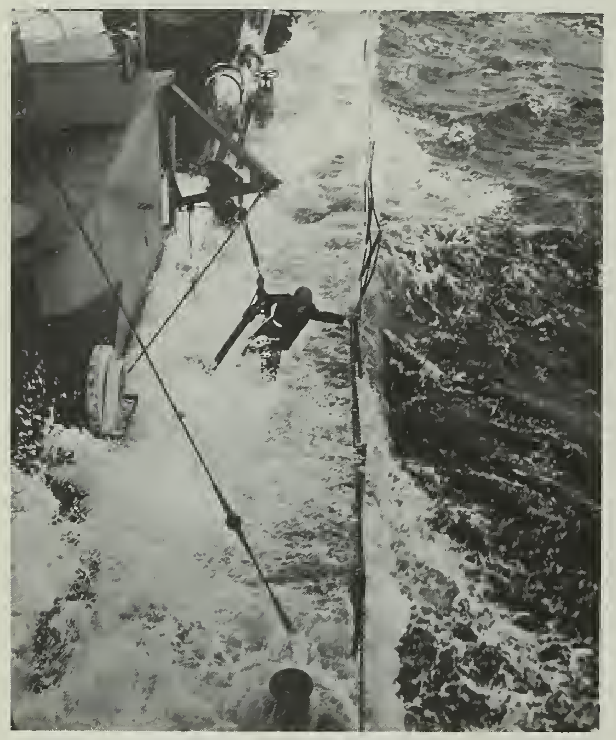
A purely imaginary enumeration of the seven seas could include the Arctic, Antarctic, North and South Pacific, North and South Atlantic and the Indian Oceans. This enumeration, however, could never have held true originally since the term "seven seas" was part of the vernacular of several countries long before some of these oceans were known to inhabitants of Europe and Asia.

"Seven Seas" appears in the literature of the ancient Hindus, Chinese, Persians, Romans and other nations of history, but in each case refers to different bodies of water. Moreover, in some instances, it refers only to mythical seas.

In modern times, Rudyard Kipling popularized the phrase "The Seven Seas" by giving the title to a volume of his poems published in 1896. Kipling, at that time, explained that the term might be regarded as a reference to the seven oceans mentioned above, although he realized that the expression was very old and a figurative name for all the waters of the world.

One of the more entertaining creatures of the seven seas is the porpoise. Or is it a dolphin? Dolphin or porpoise, one thing is certain, the animal is a cetacean (an aquatic, air-breathing mammal).

The slender, smooth, fish-like bodies of the dolphin family members are, in the majority of species, bluish black above and a whitish color beneath. The skin is devoid of both scales and hair. The cetaceans have a flat, horizontal tail which terminates in paired flukes and is their chief means of locomotion. They are extremely gregarious and congregate in large herds or schools either to laze about in the surface waters or to feed upon salmon, mackerel, herring or small squid. Cetaceans have varying but large numbers of small, sharp teeth in both jaws.



A common characteristic of the family is the practice of expelling tall streams of vaporized air through a valvular opening near the back of the head. When rising to the surface, the mammal discharges warm air from its lungs with considerable force. As the watery exhaust contacts the cold air, it condenses into visible vapor. This is the spout associated with the well-known cry of the whaling trade, "There she blows!", for whales are, of course, cetaceans, too.

Sailors are apt to use the names "dolphin" and "porpoise" interchangeably. This is completely understandable inasmuch as the two closely related mammals are so similar in general appearance that, from a distance, it is difficult to distinguish between them.

Closer examination will reveal that the basic difference in appearance lies in the snout or beak. The dolphin has a flattened snout protruded into a more or less distinct beak about six inches long. The porpoise, on the other hand, is characterized by a rounded or blunt snout. The head of both, however, has a professorial appearance heightened by a sparse moustache of five to seven hairs on each side of the mouth and eyes framed in heavy black "spectacles."

The most playful of the animals is the common bottlenosed or harbor dolphin. It is common to the northern Atlantic and Pacific oceans but prefers to remain in the waters of inlets and tidal estuaries rather than the open sea.

The beak-nosed dolphin grows slightly larger than its porpoise cousin, ranging up to 12 feet in length. It is equally as agile as the porpoise in the water and is native to all seas and some rivers. It is especially abundant in the Mediterranean and many parts of the Atlantic but less numerous in the Atlantic coastal waters where the porpoise is the best-known species.

Seagoing mammals are fun to watch during the daylight hours but nights at sea can be downright weird at times, what with phosphorescent water and especially during stormy weather when St. Elmo's Fire can be seen.

St. Elmo was an early bishop of a diocese in central Italy. He was venerated by mariners centuries ago because, at sea during a bad storm, he was taken seriously ill and told the frightened mariners on board that he was dying but that he would appear to them if they were destined to be saved from the storm. After his death, according to the legend, a light appeared on the masthead and was named after him.

Speaking scientifically, however, the phenomenon is caused by differences of electrical potential between the atmosphere and objects on the earth's surface. It occurs in the form of glowing flames of electrical discharge at the ends of masts and yardarms and sometimes even on the fingertips of the observer, who would feel nothing more than possibly a slight tingling sensation. These discharges are usually accompanied by a crackling or hissing sound.

The phenomenon is by no means confined to the sea. In fact it is frequently observed on mountaintops. The land-based sailor is apt to see the ghostly lights on the high projecting points of steeples and lightning rods of churches and other buildings. He may also see them coming from aircraft.

Possibly the greatest phenomenon occurring in the sea is its wealth of food and minerals. The sea's mineral wealth is almost beyond belief. Geologists estimate that 40 per cent of the western world's oil supply lies beneath the continental shelves. Other experts have estimated that the world's oceans contain about 15 billion tons each of copper and manganese, seven trillion tons of boron, 20 billion tons of uranium, 500 million tons of silver and 10 million tons of gold.

To use a more graphic illustration—if all the minerals of the sea were precipitated, the amount obtained would produce a volume equal to 20 per cent of the earth's rock volume above sea level.

Although offshore oil drilling has been in progress for many years, comparatively little has been done to

take advantage of other mineral wealth which is more or less readily available. Manganese nodules weighing up to 1700 pounds are known to exist on the ocean floor in concentrations of up to 10 pounds per square foot. Less available are the silica, aluminum, manganese, nickel, cobalt, copper and vanadium which lie in the red clay of the abyssal plains which are in very deep water.

Research on how to obtain this mineral wealth is certainly appropriate at this time, for the United States' mineral resources already are heavily mined. The mineral deposits which remain in this country require expensive refining methods to produce a usable product. It is also worth noting that only 11 of the 77 minerals considered essential to supporting our economy are produced in the United States.

As the world's population increases, man will increasingly be forced to use the sea as a greater source of food. And why not? A tremendous amount of food is there for the taking. The sea can provide about 4000 tons of vegetable matter per year, per square mile, whereas, according to one expert, one square mile of good wheat land in the midwest usually yields from 600 to 700 tons of wheat during the same period.

At the present time, sea farming methods provide about 30 million tons of seafood each year. By far, most of this food is taken from the world's oceans either in nets, traps or by lines and comparatively little is deliberately cultivated.

Although seafood cultivation could hardly be compared to the volume of food produced through land animal husbandry, there is no reason why seafood cultivation could not be carried out on a large scale.

Harvesting food which is the product of a controlled sea environment would provide a nutritious diet for the world's hungry populations and new strains of sealife could be developed for use by mankind. Man could also shorten the seafood chain by devising ways of directly using the vegetable products of the sea.

Practically the only use of this vast store of vegetable matter is through our consumption of carnivorous fish which, in turn, have eaten and grown on plankton-eating fish. The sea's vegetable matter reaches man slowly when it takes this route for it takes about 24 pounds of eel grass for a plankton-eating fish to gain a pound. By the time a cod, for example, gains a pound of usable weight, 1000 pounds of eel grass have been consumed (via plankton-eating fish).

Although little has been done actually to harness the energy of the sea or to use it as a source of fresh water, research has been conducted in these fields.

As a power source, the motion of the ocean's waves could possibly be harnessed to provide a never-ending source of energy which would lessen our dependence on coal, oil and nuclear fission as power sources.

Ocean currents are another potential source of apparently limitless energy. The Cromwell Current, for example, flows from west to east along the equator at about 3.5 knots and is around 200 miles wide and 700 feet deep. Its rate of flow has been estimated at about 30 million tons of water per second. This, in terms of water moved, can be compared to more than 1300 Mississippi Rivers.

If this, and other of the oceans' currents were harnessed, the world's power problems undoubtedly would come to a screeching halt.

The sea could also be tapped as a source of fresh water for industry, drinking and irrigation. Methods of desalinizing ocean water have already been used in various parts of the world. The Navy, for example, has plants which supply fresh water to its installations at Guantanamo Bay and McMurdo Sound. There is reason to believe that improved methods of desalinizing ocean water will be developed and used on a scale which will make deserts bloom.

Science speculates that all life came from the sea. With its abundance of mineral wealth, its possibilities for furnishing power and food for a world which sorely needs both, and its mysteries which hint of things yet undreamed by man, it appears that life on earth may well turn to the sea for its sustenance through the centuries to come. It is small wonder that the world's oceans have inspired awe in the souls of men since the beginning of time. ▭

PREPARE FOR TYPHOON

-REFUELING FOR AN EMERGENCY

Typhoon—that's a word that can raise the blood pressure or produce a cold sweat in the saltiest of seamen aboard the most veteran ships. It isn't difficult to imagine the tension, then, that one word caused aboard USS *Wichita* (AOR 1) during her first Western Pacific cruise.

Wichita was nearing the end of a seven-month deployment, servicing ships of the Seventh Fleet from the Gulf of Tonkin to the coast of Japan, when Typhoon Joan was born. This area is in the middle of "typhoon country," so the fact that a big storm was blowing up wasn't a big surprise. But that didn't make it any easier on the crew.

By the time Joan had grown strong enough to be dangerous, *Wichita* was in the Tonkin Gulf "topping off the tanks" of 13 ships, including two aircraft carriers. Topping off—or making certain all fuel tanks in the warships are full—improves the stability of the ship and makes sure she is ready for action when the storm passes. Stability is a particular problem with smaller ships, such as destroyers, which pitch and roll considerably in rough weather.

Anyone who has been in the western Pacific during one of these storms knows what one of these typhoon rolls can be like. Typhoons are hurricane-like storms, peculiar to the oriental waters for a number of reasons. There are usually a large number of them each year—on the average of 20—and they normally cover vast areas of water and land. Some have been reported to cover as large an area as the eastern U. S.

Deriving the name from the Chinese term t' ai fung, meaning "great wind," typhoons peak in number around the late summer and early fall. By the people who are most affected by them, they are looked upon as both blessings and curses. The destruction they cause can be immense and widespread. For example, Typhoon Vera which ripped through Honshu, Japan, in 1959, killed nearly 4500 people—one of the largest typhoon tolls in modern history. Yet, typhoons often bring needed relief to drought-ravaged lands, saving the crops of many farmers and refilling cracked and dusty streams.

In the case of *Wichita* and Typhoon Joan, the ship pumped nearly two million gallons of oil to ships of the task force in less than 15 hours. When the last hose had been secured, there was no time for anything but fast moving to stay ahead of the storm.

Thanks to *Wichita,* 13 ships had the fuel to evade the storm's fury because of the oiler's speed and efficiency. □

SOME FACTS ABOUT HURRICANES

The hurricane season officially started 1 June and officially ends 30 November, although hurricanes occasionally occur at other times of the year. Most of the giant tropical cyclones—with winds of 74 to 150 miles per hour or more—strike U. S. coastal areas in the months of August, September and October. They are a threat chiefly to states bordering the Gulf of Mexico and to those on the Eastern Seaboard.

Although the United States has not had a major hurricane disaster since 1969 when hurricane Camille killed more than 300 people, the threat is always present and constantly growing. Tropical storm Agnes, which was responsible for the deaths of 117 people and the loss of $3 billion in property damage in June of 1972, was not a killer hurricane as such, but a complex combination of tropical cyclone and conventional storm which fused and produced tremendous rainfall over the northeast in a matter of only a few hours. River flooding which followed in the wake of Agnes was the real killer.

Average annual toll from North Atlantic tropical cyclones during the past half-century has been about 100 lives lost and $150 million in property damage. Adequate warning systems have developed over the years to lessen the amount of damage and the severe loss of life such as that which was experienced in 1900 when a hurricane struck Galveston, Tex., killing (by drowning) 6000 people. ☐

DEFENSE MAPPING AGENCY CUSTOMER LIAISON VISITS

CHARTING THE RIGHT COURSE

Editor's Note: In its December issue All Hands *Magazine carried two articles on charting which concerned bathymetric charts and how navigational charts are made at the Defense Mapping Agency Hydrographic Center (DMAHC), formerly a part of the Naval Oceanographic Office. These articles briefly mentioned the customer liaison visits to Fleet activities and Merchant Marine organizations which had been inaugurated a short time before. These visits will be continued by DMAHC which was created in July 1972 to coordinate triservice mapping as well as to cooperate with the National Ocean Survey and the U. S. Coast Guard.*

The following article is a sequel to the two earlier pieces. It concerns the part played by teams being sent by DMAHC to brief Navy and Merchant Marine navigators regarding DMAHC's products and services and to obtain "customer reaction" so that improvements can be made.

In New London, Conn., a team of specialists in navigational and charting matters from the Defense Mapping Agency Hydrographic Center climbs down the hatch of a nuclear submarine to visit the ship's navigators. At another location, much the same thing is happening aboard an aircraft carrier in Mayport, Fla., while still elsewhere a seminar is being conducted in New York for Merchant Marine officers and operational managers of shipping companies.

These groups are known as Customer Liaison Teams. Through them the Defense Mapping Agency Hydrographic Center contacts those people who actually use its nautical charts, publications and navigational information services.

Twice each year a team of specialists travels to selected U. S. naval bases and seaports to visit mariners and establish closer relationships with the users of DMAHC navigational products and service.

The team also provides information on how DMAHC efforts work to ensure that up-to-date charts and publications can be maintained aboard ship with a minimum of effort. The teams also acquaint users with recent improvements in DMAHC productions and services, including information on procedures for obtaining charts and publications as quickly as possible.

These visits are very informal and frank appraisals of DMAHC's products and services are invited.

The Customer Liaison Program began unofficially in 1967. The first call was a trial customer liaison visit to Fleet activities around New London and Newport. The team making the call consisted of an experienced marine information specialist and a cartographer. This first visit was highly successful and a number of important questions concerning products and services were answered by the team. Equally as important, misconceptions, of which DMAHC was unaware, were corrected. After consultations with Fleet commanders, the Customer Liaison Visit Program was officially inaugurated in 1968 and visits to Norfolk, San Diego, Long Beach and Charleston areas were scheduled. Reception by commanding officers, watch officers and quartermasters was enthusiastic and, because many questions were asked relating to the distribution of navigational materials, Customer Liaison Visit Teams were augmented in 1968 to include a distribution specialist.

The visits became so popular that, between the program's inception in 1967 and July 1970, 12 customer liaison teams briefed more than 5000 men from more than 450 naval units and staffs in Newport, New London, Norfolk, Charleston, Mayport, Key West, San Diego, Long Beach and San Francisco. Three of the teams also briefed management officials and Merchant Marine officers of about 75 United States steamship companies in New York, San Francisco and Port Arthur.

The visit of a Customer Liaison Team is in no way related to an inspection. It is thoroughly coordinated with force and unit commanders concerned in advance of the visit so that maximum utilization may be given in the time available. This is stressed in each briefing's opening remarks to dispel any apprehension the audience might have entertained in this respect. In his introductory remarks, a team member makes it clear that the group is present to help the navigators. The briefing continues by acquainting the audience with some of the things DMAHC is doing to reduce the navigational workload aboard ships and give navigators more effective charts and publications.

The first portion of a three-part briefing deals with the correction, types and uses of various charts. Since navigators are DMAHC's prime customers for marine charts, this part of the briefing starts by showing a composite slide illustrating the basic steps in constructing a chart. Slides are used throughout the presentation.

A set of slides is usually shown next dealing with new designs and redesigns of existing charts, including improvements in bathymetric information on charts. The lecturer stresses the significant features of each chart, such as more detailed nautical information and bathymetric curves, wreck information, electronic lattice curves and bathymetric profiles (a cross-section of the ocean bottom along a predetermined line). He explains how such profile views of the ocean floor will aid navigators in interpreting the bottom contours and visualizing the terrain of the ocean floor.

The presentation then deals with DMAHC's effort in trying to furnish navigators with the latest chart coverage on a worldwide basis in the fastest possible time. The lecturer points out that this is being accomplished by DMAHC through production of modified facsimile reproductions of various foreign charts throughout the world. A slide reproduction of such a chart flashes on the screen and the briefer tells his audience the symbols on this chart have been changed to agree with the standard symbols used on U. S. produced charts. He explains that this makes modified facsimile reproductions easier to use because navigators are accustomed to standard charting symbolization.

Using the same chart slide, the audience's attention is called to the metric soundings on the foreign chart and the briefer reminds them that, as of January 1970, all new nautical charts have been constructed with soundings in meters rather than fathoms.

This announcement usually brings a few moans from the audience—prompting an explanation of why the Navy has switched to metric soundings. He also explains that future sounding equipment aboard ships will permit the navigator to read soundings either in fathoms or meters at the discretion of the operator.

Special purpose charts are an important item with DMAHC and a slide is shown of such a chart. The audience can see it is a Fleet Operating Area Chart and the lecturer points out the use of different colors indicating what type of exercise should be performed in that area. One slide depicting a small-scale chart is shown and the lecturer explains that the chart was constructed automatically by a high-speed, precise plotter. He points out that automatic data processing is beginning to play an important part in the cartographic field. Various chart components such as projections and electronic navigational curves are being quickly and accurately constructed by the use of such automated equipment.

The next portion of the presentation deals with navigational information services such as the "Notice to Mariners," "Daily Memorandums," "Radio Navigational Warnings" and the advance dissemination of "Notice to Mariners" information by radio.

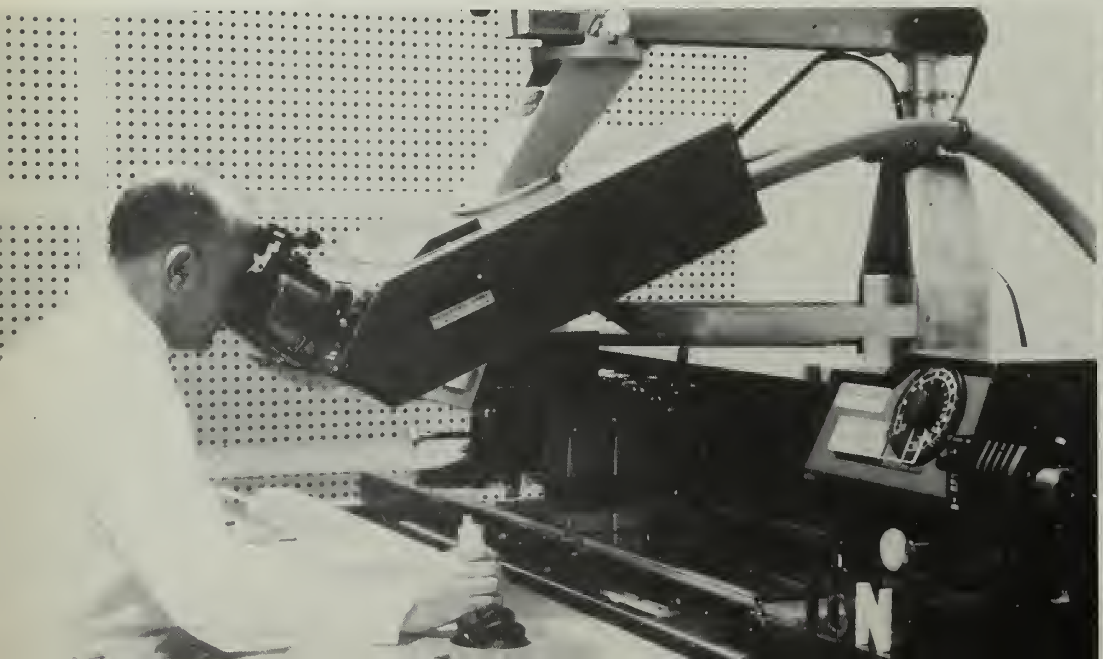
The "Chart Normally Used" concept in relation to information published in the "Notice to Mariners" for updating nautical charts is then discussed, along with the annotation of "Sailing Directions." The lecturer explains that, at one time, the "Notice to Mariners" paragraphs (there are over 5000 per year) referenced in heavy black type every chart on which a changed navigational aid appeared. If a buoy had been moved, for example, it made no difference under the old system whether or not the navigator would "normally be using" a particular chart (or charts). If the aid appeared on the chart referenced, it was printed in heavy black type indicating that the change should be made. Now, however, the "Notice to Mariners" only uses the heavy black type reference for the chart (or charts) that you would "normally" be navigating on when using the particular aid which was changed.

The following few examples are somewhat complicated to explain, but are included for the benefit of those responsible for navigational duties and maintenance of charts.

For example, employing the "chart normally used" concept, a "Notice to Mariners" paragraph established 21 buoys in the Persian Gulf to mark a new approach channel. The specialist giving the presentation notes that four charts, all covering the area, were referenced in the "Notice to Mariners" paragraph but only two were printed in heavy black type. The lecturer points out that the two charts referenced in the heavy black type are the charts you would "normally be using" while transiting the new channel and are, therefore, the only charts which would have to be changed. The other two charts referenced in this example are on a smaller scale; although they cover the area, these charts would not normally be used to navigate this new approach channel. Therefore, instead of actually plotting the 21 buoys on the smaller scale charts, the area of the correction should be encircled and annotated with the "Notice to Mariners" number, the paragraph number, and the year. Thus, if for some reason the chart had to be used to navigate the approach channel, the user would immediately know that corrections had to be applied. In this example, correcting two charts instead of four saved about one and one-half hours. There are over 5000 paragraphs, correcting charts, published in the "Notice to Mariners" each year. That's a lot of paragraphs—and an even greater number of hours saved.

Continuing in the economy vein, the lecturer calls attention to the revised correction concept for maintaining DMAHC's "Sailing Directions," which also saves time aboard ship. He emphasizes that the former practice of cutting out a "Notice to Mariners" paragraph and pasting it upon the affected page of the "Sailing Directions" didn't meaningfully or understandably correct the "Sailing Directions." Paragraphs in the "Notice to Mariners" are usually written to correct charts and where the same information affects a "Sailing Directions" the affected text should be suitably annotated so that when using that section of the "Sailing Direction" the chart which has been corrected can be referred to. After looking at the chart, it will be evident how the text of the "Sailing Direction" has been changed. Since navigators no longer have to paste paragraphs in the "Sailing Directions," DMAHC now prints the "Notice to Mariners" on both sides of the paper instead of only one side as before. This reduced by almost half the overall bulk of the Notice and thus saved valuable storage space in the chartroom.

If the "chart normally used" and "annotated" methods are followed, the navigator should at all times have sufficient information to have correct charts and publications for any given area and, at the same time, navigational personnel aboard each ship can



save more than 200 manhours per year by using such methods to correct charts and publications.

The third portion of the presentation deals with the DMAHC Distribution System and the method and procedures employed in getting charts and publications to their ultimate users. The distribution responsibilities of the DMAHC not only include charts and publications produced by DMAHC but also procurement of charts and maps produced by other U. S. charting agencies and those of foreign governments needed by naval operating forces and commands. The distribution specialist explains how these products are stocked within a distribution system to meet operational and mobilization requirements of the Navy, Marine Corps, Coast Guard and other Department of Defense activities. He points out that these products are available for sale in the general maritime community.

The distribution system is then described. DMAHC maintains over 76,000 different items with an inventory of over 150 million copies of charts and publications. To distribute this vast amount of material, a worldwide system has been developed which consists of two major depots in Philadelphia, Pa., and Clearfield, Utah, six field offices, and 170 commercial sales agents. Before a chart leaves either of the two depots the chart is corrected through the most recent "Notice to Mariners." Through the use of a "Notice to Mariners" stamp, the lecturer explains how to determine the date of the latest corrective information which the depot applies to the chart.

The method of correcting charts still in the distribution depots to make them as up to the minute as possible is in itself a sizable and important task. For example, more than 54,000,000 corrections were made last year to charts on hand. Of this total, more than 24,000,000 corrections were applied by a new screenpress process. This process is designed to make all required corrections in a very short time to charts in stock with only two press runs. Obliterations are made in white and corrections are applied in green. This correction process provides navigators with more accurate up-to-date charts.

But updating charts isn't exclusively the responsibility of the Defense Mapping Agency Hydrographic Center. Users play a part in keeping charts current and the lecturer calls this to their attention. A "Chart Correction Record" system used by the Navy and, to a certain degree, by the Merchant Marine, is fully discussed by the lecturer.

It would be difficult to estimate the intangible benefits provided mariners by customer liaison visit teams even though it is apparent they are undeniably extensive. The briefing by these teams has unquestionably proven to be an effective tool for indoctrinating the unseasoned navigator and refreshing the memory of the experienced. The question and answer period following the briefing has been the means of resolving many minor problems.

The face-to-face approach characteristic of such visits affords mariners the rare opportunity to express their opinions to a representative of the Washington scene concerning the navigational products and services the navigators use. They are encouraged to express their needs and criticisms on every ship and to recommend improvements whenever possible. All such recommendations are reviewed by DMAHC upon the return of each team and are carefully evaluated by managers and specialists. The action contemplated by DMAHC is then furnished to each unit visited on any trip through a copy of the trip report made to the Director, DMAHC. In many cases, recommendations received during a team visit have been responsible for a change to charts, publications or services.

The Defense Mapping Agency Hydrographic Center is proud of the accomplishments attributable to its Customer Liaison Program. From every indication, the program has fulfilled its basic purpose—to establish a closer relationship between producer and user of nautical charts and publications. The program has also helped bridge an information gap which is often an inherent element of a farflung producer-consumer relationship. —Robert Neil

Far left: The DMA uses sophisticated optical equipment to compile its detailed nautical charts. Center: A customer liaison team composed of Lester Bernstein and John Chanslar prepares to brief Navy navigators. Below: Chanslar and Bernstein discuss chart maintenance with the crew of a minesweeper.

Specifications for a

NAVY DIVER

Skill, Stamina & a Sense of Curiosity

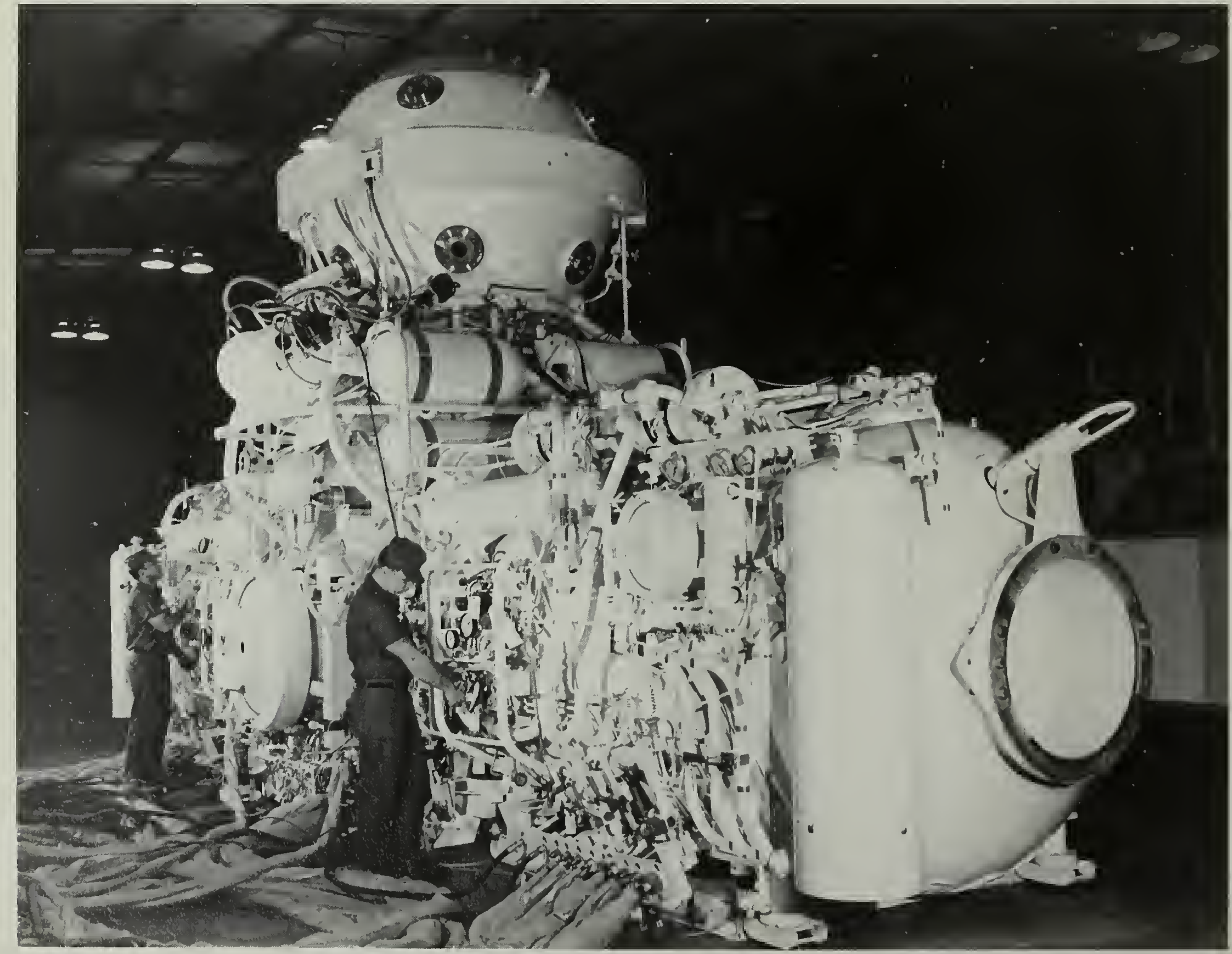
"Diving candidates should be rugged individuals." That's what the manual says and it's easy to see that the Navy abides by its standards. Navy divers are trim men with well muscled bodies.

Divers must be tops in endurance and strength. Even their temperament must be exceptional for, as the manual states, "The special nature of diving duties requires a careful appraisal of the candidate's emotional, temperamental and intellectual fitness."

When observed in a group, it is easy to see that great care has been taken in selecting men with the right temperament for divers seem unflappable. And a good thing, too, for underwater work is no place for nervous Nellie.

Although the manual doesn't specifically mention it, divers should also be adventurous men for there is always an element of danger for the unwary. The diving rating is not the place for a man who doesn't know what he is doing or who has a careless nature. A diver's work can be so varied that it might be said that his rating not only fits him strictly for diving but also for other work as well.

Scuba is a skill a diver masters early in his career. He graduates from familiarity with his equipment to underwater swimming in sheltered places to actual ocean dives. Once he has mastered the scuba technique, he finds he is ready to branch out. If he doesn't have a built-in sense of adventure, however, he might as well hang up his flippers and look for more sedentary work.



A scuba diver, for example, can be a UDT/SEAL swimmer. Just to qualify, he must, among other things, be able to swim a 1000-yard compass course and dive to a depth of at least 130 feet. An explosive ordnance technician must also dive to at least 130 feet and remain on the bottom for at least 10 minutes. He must also be capable of solving an EOD problem in water between 30 and 130 feet deep.

The use of explosives is an integral part of the training of UDT/SEAL men. Ordnance disposal men are, of course, concerned with getting rid of explosive ordnance while SEAL team swimmers are in the business of carrying on hostilities inshore.

Although EOD and SEAL work is one step beyond diving qualification, it is, nevertheless, a destination for qualified scuba men. Explosive ordnance disposal groups train men in the detection of hazardous ordnance material and how to render it safe. EOD men also dispose of all types of U. S. and foreign surface and underwater conventional explosives. Teams are also trained in underwater diving demolition of explosives and rendering nuclear weapons safe.

Before a SEAL team is sent into an area that may be booby-trapped, EOD men provide reconnaissance of the coastline and deactivate any mines or other explosives they can find. When the SEALs go in, their job is making things explode around the enemy's ears.

SEAL teams are used to extend the Fleet's control of the seas to the control of inland waterways and to conduct combat support or to engage in combat operations in coastal rivers or delta waterways.

Scuba divers are also employed as salvage divers which also requires a sense of adventure and employs a considerable number of new techniques.

Hard-hat divers, in addition to having to complete a ship salvage course, must be capable of withstanding pressure equal to 200 feet of water while breathing captured air and know how to scuba dive. Of course, they also must be proficient in salvage work techniques and equipment usage including explosives.

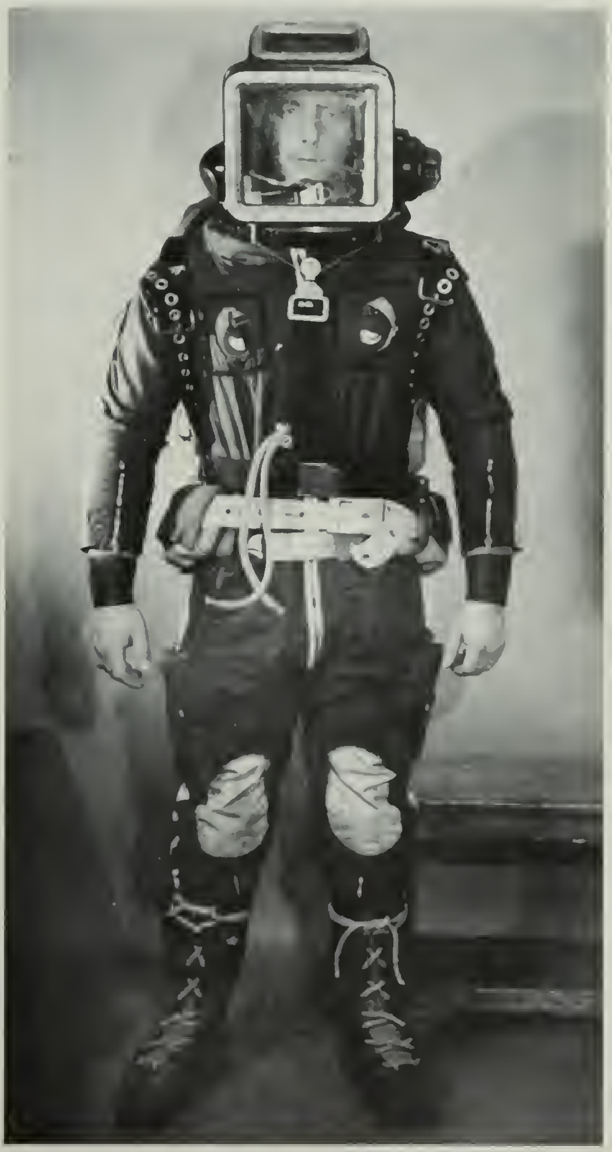
Salvage diving has made tremendous strides during the past few years and several noteworthy experiments have been conducted in order to test new methods and new tools. Not long ago, the only salvage diver around was one who wore a cumbersome hard hat and diving suit weighted with lead so he could walk on the bottom. He was "connected" to the surface through vulnerable breathing and communication lines which, among other drawbacks, severely limited his access to submerged hulls.

Saturation diving is another technique which has greatly increased the capabilities of divers. Before the concept of saturation diving came into use, several experiments which were widely publicized took place. There were for example *Tektite* and Sealabs I and II.

The Sealab and *Tektite* experiments have shown that divers can actually live in an underwater habitat, leaving it to do their work in salvage operations. They can also, of course, do other work which requires them to remain at substantial depths for long periods.

During Sealab II, for example, astronaut aquanaut Scott Carpenter lived for 30 days in the helium-charged undersea sealab habitat which was also occupied by other divers for lesser periods of time. The premise behind saturation diving is that a diver can gradually be placed under pressure and given a breathing mixture (which leans heavily upon helium) and kept in that environment indefinitely. When he leaves his pressurized environment to enter the water, he finds the water at the same pressure as his dry environment and therefore he requires none of the lengthy compression or decompression periods which would otherwise reduce work time on the bottom to a few minutes between periods of decompression. By using an underwater habitat, divers are able to return to their dry surroundings to rest from the cold and tiring work of salvage operations.

A number of underwater tools were tested during the sealab experiments. Those used on land which require their user to exert leverage for operation don't



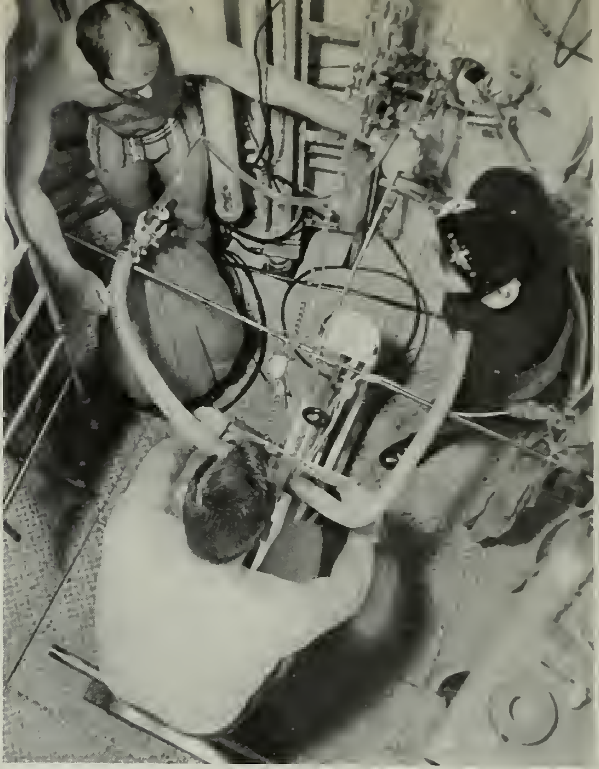
Left: Two divers adjust controls on the Deck Decompression Chambers which serve as living quarters for divers during salvage missions. Right: The MK-12 semiclosed mixed gas diving suit being tested by EDU for possible use in the future.

necessarily work well in an underwater environment where there is virtually zero gravity. Tools which are used underwater have a great deal in common with those used in outer space, and new tools continue to evolve.

Of course, underwater habitats as elaborate as that used during Sealab II are often neither appropriate nor available for ordinary salvage jobs and it was inevitable that an adaptation would be evolved for use by saturation divers.

The new technique calls for a compression chamber located on the deck of a ship. Divers are provided with sufficient living accommodations within the deck chamber and they are slowly introduced to the pressure at which they will work. When the desired pressure is reached, the diver is taken below the surface to his work site in a pressurized bell in which he can also return to the decompression chamber for rest after working for a long period of time in the cold water. When he is again ready to return to the depths, he need not undergo another period of compression. In short, the principle is the same as that employed by Sealab. The difference lies in the fact that the habitat remains on the deck of the surface ship with the divers remaining pressurized as they "commute" to work in elevator-like capsules.

The diving fraternity is not without its built-in medical system. The men classified as medical deep-sea diving technicians are designated by the Chief of the Bureau of Medicine and Surgery after they have completed a prescribed course of instruction at the Naval School, Diving and Salvage, at Washington, D. C.



Above: Divers testing the breathing of different gas mixtures in EDU's chamber complex, in continuing research on diving.

To qualify, men in this branch of diving must know diving physics, and show special proficiency in mixing and analyzing synthetic breathing mixtures and in computing pressures of gases required to operate underwater cutting torches at various depths.

They must also be acquainted with diving physiology, know how to use standard decompression tables and be able to recognize the symptoms of decompression sickness and how to treat common diving accidents.

Medical and deep-sea diving technicans should also demonstrate proficiency in the use of the decompression chamber and be aware of the advantages and limitations of helium-oxygen surface-supplied air.

Generally speaking, divers are never satisfied with what they have accomplished and constantly try to improve upon their capabilities. In Washington, D. C., there is an experimental diving unit which is devoted to learning just how far into the depths a man can go and how he can maintain himself there.

The men who make up the experimental unit are, like their colleagues in other branches of diving, completely unflappable. They have seen emergencies arise and they have learned that there are ways to cope with them.

The experimental divers' confidence is necessary, for theirs is the way of the unknown. Their headquarters is filled with an impressive array of exotic equipment all closely watched because the lives of men depend upon the readings indicated by the

Conquering the bends

Platelets are disks without nuclei which are associated with the clotting qualities of human blood. They are being investigated by the Naval Submarine Medical Research Laboratory at the Naval Medical Center in Groton, Conn., and Boston's Naval Blood Research Laboratory.

Platelets are sometimes altered in poorly controlled dives resulting in "bends." The object now is to find whether there is a platelet alteration in the blood of divers whose dives are properly controlled.

Before a diver descends to a depth of 100 feet, blood is removed and a centrifuge separates the platelets which are tagged by radioactive isotopes. The blood is then retransfused into the diver. After each dive, a blood sample is again taken to determine what reduction and/or alteration in the isotope tagged platelets may occur.

The presence or absence of blood bubbles or "bends" symptoms after the dive is correlated with the platelet data and various other information. Preliminary analysis suggests that there was an anticipated platelet alteration but a consistent effect on blood clotting was not evident.

Navy Diving School

Don't bother reading this if you are not interested in becoming a Navy Diver.

Even if you're just slightly interested, you'd probably be wasting your time; because, to become a Navy diver you have to really be something special.

Diving is one of those naval occupations for which the Navy must employ men with special qualities, and of those individuals who believe they possess such qualities and apply for diving school, about 40 per cent drop out within the first two weeks of the 10-week course. They convince themselves that becoming a fraternal member of a time-honored Navy profession isn't worth the sweat, muscle aches and mental pressures that go along with the training effort.

Fortunately, just the opposite applies to the 60 per cent of applicants who are more than interested in excelling. After passing the concentrated physical fitness, coordination and mental alertness training phases at the end of the first two weeks, they enter a four-week phase of scuba diving followed by a two-week session in shallow water maneuvers. The last four weeks they spend suiting up for hard-hat deep-sea diver training and meeting additional rigors required of a second class diver.

Not all the training is spent in the water. Throughout each phase, students attend classroom sessions to study such subjects as first aid, physics and underwater cutting and welding. Then there are the qualifying tests. In scuba training, one must qualify at a depth of 130 feet; in hard hat, 150 feet. Trainees also must perform a "compass" swim and complete at least one dive at night.

The instructors attached to the diving school are all trained divers, first class and above. These instructors know the qualities a diver must possess. A trainee often becomes befuddled over the methods an instructor may employ. He may find himself stomping through a puddle of mud or acting out guerrilla war games with fellow trainees. But the instructor knows the tension, stress and physical fatigue one is likely to encounter in a diving operation. His aim is to test the hopeful diver's durability.

So, if, after applying for and receiving orders to a Second Class Divers' School either at San Diego, Norfolk or Pearl Harbor, you spend part of your time stomping through mud puddles, think positive. It's all part of becoming something really special: a Navy diver.

—Story and photo by JO3 Cherie Campbell, USN.

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gauges and upon which valves are turned.

Pressure of inside tanks is maintained to simulate depths a little beyond which divers normally work. Inside the tanks, men pedal bicycles and do other prescribed exercises in addition to eating, sleeping and carrying out other normal functions of life.

All this activity, of course, is to determine the reaction of men working and living under great pressure. The experimental unit also wants to know the man's reaction to breathing gases which would normally be supplied when actually doing diving work at the depths indicated on the tanks' gauges.

These are also the men who test new equipment. Theirs was the job, for example, of making certain the new MK X was safe when it entered the Fleet for general use by divers.

Although most Fleet dives are made in the vicinity of 200 feet or less, the experimental diving unit and Fleet units have reached 1000-foot depths and continue work toward the goal of 2500-foot depths. Simulated dives have been made to 1600 feet in depth using the MK X. But such great depths are not yet for every Navy diver.

One might wonder whether it is a sense of adventure and working in an unusual environment that entice a Navyman to enter a rigorous field such as diving. According to the divers themselves, it is curiosity which first brings most of them into the diving fraternity. Perhaps, too, it is the ruggedness which all Navy divers must possess before they become divers besides the sense of adventure which seems to be a built-in characteristic of every Navy diver. Interested? See your career counselor for details. If you are in a source rate you might make it. Junior officers and doctors are also needed.

—Robert Neil

Want to be your own skipper?

SMALL BOATS LARGE CRAFT

- Old, but good
- Available, sometimes, from Surplus Sales

Cards, cards, cards—drawers of them stored neatly by the Naval Ship Systems Command—chronicle the life and activities of perhaps tens of thousands of boats. These craft served the Navy well in their day—some aboard ships, many as combat boats which carried fighting Marines to the exploding beaches of World War II and conflicts since.

Others are proud boats which have carried senior naval officials and heads of state on ceremonious visits between ships and ports in different parts of the world. Still others are liberty boats which have transported happy sailors ashore. In fact, almost every kind of boat is represented from the eight-foot dinghies (the smallest on file) to the largest with a length of 135 feet.

All are listed on NavShips cards, some of which date back to the days when entries were made in the neat, cursive script of the 19th century rather than in type.

What happens to these boats?

Their history often reads like a biography, on a large scale, of the larger seagoing vessels with which they have been associated. As the craft ages, her assignments become less impressive until a final note in the cards indicates she has been transferred or sold—often to an official organization or activity, sometimes to a commercial concern which finds still more work for her to do, or occasionally to an individual like yourself.

Unlike the old gray mare which is put out to pasture after long and faithful service, the Navy's small boats frequently continue to go on working at least as hard as when they were serving the Fleet. Many, such as tugs, were bought by commercial interests as long ago as 30 years or more. They still go daily to sea and return with catches of fish destined for commercial canneries or to be sold fresh in the marketplace.

During the past years, an average of four or five hundred boats have annually been "retired" from the Navy, but not before they have done yeoman service. And then they may be called upon to start a new career, at a somewhat less demanding pace.

But naval and other military activities have first selection opportunities to put this obsolete or surplus equipment to good use. In many cases, such equipment has been found a valuable addition to the Special Services facilities for recreational use. A basic purpose of this article is to make activities aware of its availability.

To explain how the system works, when a boat is found to be beyond "economical repair" as far as the Navy is concerned, it is transferred to a Property Disposal Officer at the local Supply Center. He will then review any requests from government agencies, service-connected schools, etc. In other words, the boats are first offered to organizations within the Department of Defense for use as recreational boats or for similar purposes. If DOD passes up the opportunity to acquire the boat, she is then offered to other government agencies, such as the Department of Health, Education and Welfare which offers the not-so-young boat to state organizations that want her. Next in line are such organizations as the Sea Scouts, the Boy Scouts of America and other groups of this nature that have been granted a charter by Congress to obtain donated excess government equipment.

Under these circumstances, the boats are transferred as gifts—no charge is made for turning them over to these quasi-official and civic organizations.

Then, if the offer for official or semiofficial use is not accepted, the boat is put up for public bid. In such cases their transfer is handled by the Defense Property Disposal Residency (its current address is P. O. Box 100, Portsmouth, R. I. 02871).

Here's where the individual Navyman or group of former members of the Navy enter the picture. What seagoing man does not secretly have the goal of being skipper of his own craft? It does not come easy—for both money and hard work are involved.

To become the proud owner of a surplus craft, a prospective buyer must write to DOD Surplus Sales, P. O. Box 1370, Battle Creek, Mich. 49016, and ask to be put on the bidders' list. He then receives periodic mailings which list and describe the boats available for sale and if the prospective customer is interested, he can submit his bid, subject to the terms supplied by the sales agency. If his is the highest responsible and responsive bid, he may have himself a boat.

(⟶)

This 60-foot bomb target boat was built in Stanford, Conn., and delivered to the New York Naval Shipyard in January 1942. The same year, she was assigned to the Naval Air Operational Training Center at Jacksonville and gave yeoman service until declared surplus. While in use as a target, she was radio controlled.

Not everyone, of course, knows this procedure and NavShips receives a number of letters each and every year requesting that the writer be given a boat for such worthwhile endeavors as "watching for smugglers" or setting up a "mobile school" for surfboard riders.

One correspondent expressed a desire to obtain an obsolete boat and thereby save the Navy the trouble and expense of dismantling it.

Unfortunately, the correspondent didn't have any experience in renovating boats and wanted one that was in a usable condition. He could not meet the criteria required—cash, or a combination of know-how, work *and* cash.

NavShips sent its regrets, saying: "Any time the Navy decides to dispose of any boats or ships, you can be sure that they have seen better days and are in pretty poor condition. Surplus boats are normally catalogued and advertised for sale by sealed bids. The successful bidders are then required to pay all costs of removing the boats from the Navy storage lots. Many of these surplus boats are sold to individuals who can repair them or are financially able to have the repairs done. Others are sold to wholesalers who strip the boats for all usable equipment or for resale."

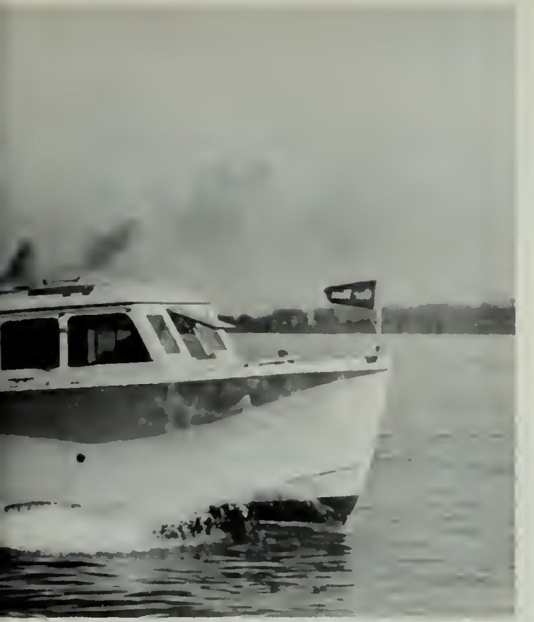
One letter received by the Navy landed in the periphery of NavShips' Inventory and Logistics Section which researches and replies to letters requesting information on a former Navy boat. The correspondent requested, instead of a boat, a copy of a book which reproduced standard designs for boats of the U. S. Navy between 1900 and 1915. His hobby was building scale, steam-powered models and he enclosed a photograph of an almost unbelievably beautiful model of a steam cutter he had built from drawings. (NavShips supplied some suitable designs.)

NavShips receives hundreds of letters similar to these each year.

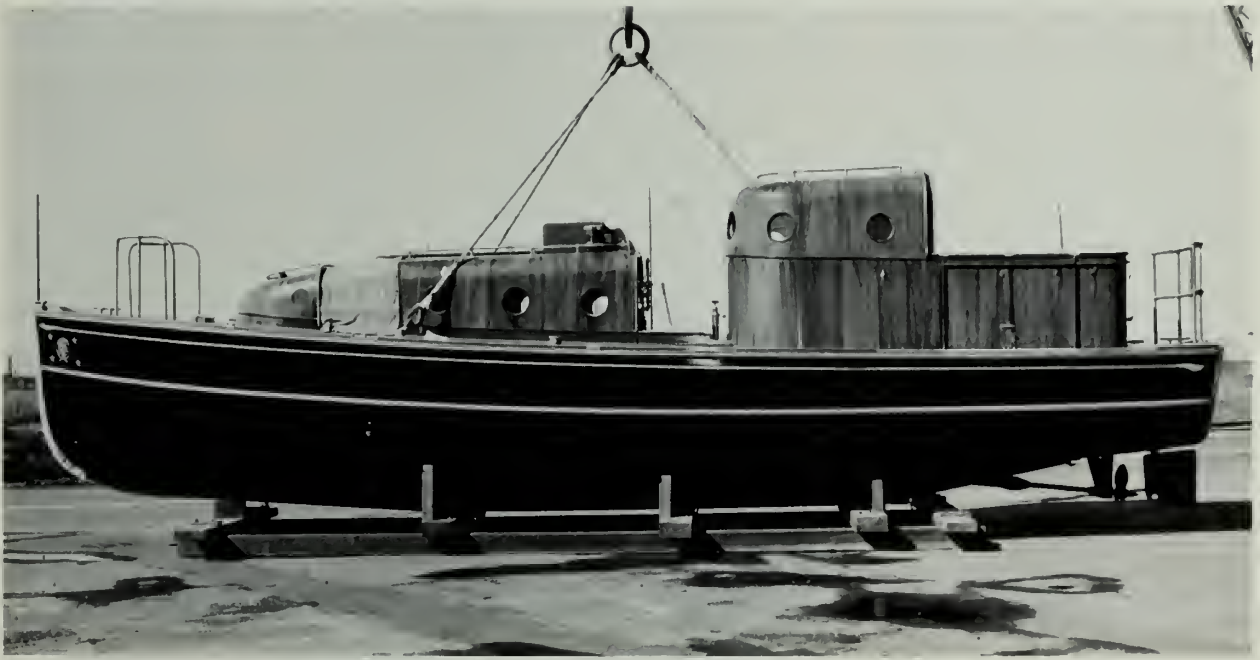
Some of the Navy's records chronicle the departure from the service of prestigious boats used by U. S.

A 36-foot motor launch built at the Mare Island Naval Shipyard in 1931 at a cost of $2895. In 1933, the launch was issued to a naval storage activity to replace another boat which had been wrecked on the breakwater at San Pedro's Terminal Island. In 1943, the craft was turned in to Mare Island's shipyard for storage and reissued the same year for use aboard USS Amycus (ARL 2). In 1949, 18 years later, the boat was declared surplus at Long Beach and transferred to the city's Sea Scouts.

This 36-foot picket boat is typical of many which were used throughout the globe by the Navy during World War II. This particular craft was built in 1942 and was assigned to Advanced Base "BLOT 30" at Casablanca, Morocco. In 1949, she was sold to the French Government; she had served her purpose.



This was a 40-foot motorboat completed in 1938 by the Mare Island Naval Shipyard. She was employed as a Presidential barge for Franklin D. Roosevelt. Before the boat was removed from Presidential status in 1961, she served aboard USS Houston. In 1961, she was issued to the Naval Station at Charleston to fill an allowance for a gig. In 1966, the boat was turned in to the Norfolk Naval Shipyard and, in 1968, was transferred for disposal to surplus sales, the end of her Navy role.



presidents. For example, the 94-footer which made headlines when the late President Kennedy rechristened her *Honey Fitz*, was disposed of through the Defense Property Disposal Residency.

Another presidential craft of the Nixon administration—a 65-footer named *Julie*—has been disposed of more recently.

Williamsburg, which was last used by the late President Truman, was classed as a ship and, as such, was not disposed of in the manner common to small craft. She was transferred to the National Science Foundation for use as a research vessel.

A special boat which was used by President Roosevelt is shown above.

Among the other craft that are beyond "economical repair" are those ranging from dinghy to amphibious landing craft. These are more likely to be the choice of the average purchaser.

The Defense Property Disposal Residency supplies catalog bulletins to interested agencies or individuals who ask to be placed on the list. Each person is advised to inspect the boats personally at the applicable location before submitting his sealed bid. If successful, the bidder has a limited time to remove the boat. All sales are final and must be paid for in full prior to removal.

One final note: Most of the boats available through this means are in need of extensive repair and require many hours of labor before being considered capable of passing Coast Guard inspection.

MILITARY PHOTOGRAPHER OF THE YEAR

Above: PHC Donald P. Maury, Military Photographer of the Year. Right: and facing page: Photos from the picture story "My Nurse Wore a Goatee" by PHC Maury.

Navyman Donald P. "Chip" Maury has his own formula for getting good photographs: take your camera with you wherever you go, and go where few other people have been. With camera in hand, he has become an expert in the unusual sports of scuba diving and skydiving and in the process, has developed his talents enough to be named the Military Photographer of the Year for 1972.

The award was the top honor given at the 10th Annual Military Pictures of the Year competition which is sponsored by the National Press Photographers Association (NPPA), and the University of Missouri in cooperation with the Department of Defense.

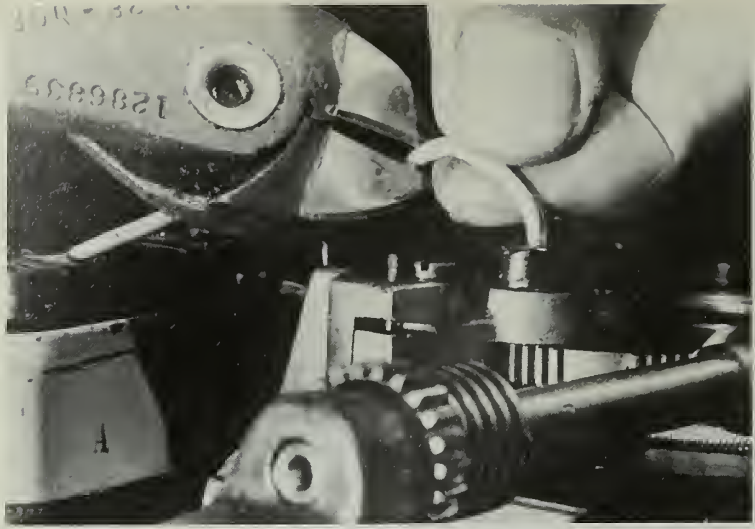
It is probably the most prestigious award that a military photographer can receive. In company with Chief Maury at the awards ceremony during Journalism Week at the university were the NPPA News Photographer of the Year and the Magazine Photographer of the Year, selected in a nationwide competition which ran concurrently with the military competition.

The contest consisted of eight categories and was open to all active duty military photographers and journalists from all of the armed services. Different from a traditional interservice photo contest, the Military Photographer of the Year competition is open only to those who work in a photojournalist capacity—the military's professionals.

The categories in which a contestant could enter were: news, portrait/personality, sports, picture story, feature, pictorial, general interest and portfolio. The portfolio entry was the most difficult since it included a picture story and at least four of the other categories—and was the one that decided the Military Photographer of the Year award.

Chief Maury did more than take first in the portfolio competition. He also placed first in the news category, third in the general interest slot, and landed an honorable mention in the portrait/personality group.

As a chief photographer's mate assigned to the staff of Pacific Stars and Stripes in Tokyo, Japan, he is much more than a "handshake" photographer. To take the pictures he needs, Chip has undertaken some ambitious, and sometimes dangerous, assignments. While working on a photo story on the Army's First



For more of PHC Maury's photos, see the inside front and inside back cover pages

Left: Photo from the picture story "Navy Explosive Ordnance Disposal" by PHC Maury. Below: "Ghost Riders" by PHC Maury, one of the 1972 Military Pictures of the Year.

Special Forces in Okinawa, he needed a picture of a skydiver in free-fall. No practical telephoto lens could cover the distances so he solved the problem from the other end, and started skydiving with his camera in hand. Now, with more than 1000 jumps to his credit, he's considered a specialist in this field.

The exhilaration of the free-fall led him deeper into the photography end of the sport. In 1961, he applied for assignment to the Navy's "Chuting Stars" parachute exhibition team at Pensacola, Fla. For the next three years he toured the United States as an air show parachutist and as the team's free-fall photographer. Later, Chip would cover the national parachute championships every year (from 1966 to 1971), and travel as the U. S. team's free-fall photographer to the Ninth World Parachute Championships in 1968 at Graz, Austria.

Nor was free-falling adventure enough. Looking to expand his experience even more, he volunteered for duty with Underwater Demolition Team 11. During this assignment he underwent training in scuba diving and completed three combat tours in Vietnam as the team's photographer. The outcome was a 108-page photo-essay entitled "Faces of UDT" which earned him a year's study at the Navy's Photojournalism course at Syracuse University in New York.

From his acquaintance with people in this field—many of whom were qualified parachutists—the "UDT/SEAL Parachute Team" was formed. Eventually this became the Navy Parachute Team on which Chip served as a chutist, air show coordinator, photographer, and information officer.

For the past four years, Chief Maury has won prizes each year in the Military Photographer of the Year Contest—finally reaching the top this year. His name has also appeared on winners' lists in many prominent contests outside the military organization. In 1969, he took first place in the black and white category of the Nikon-International Photography Contest. In 1971, Chip's first place in the "Skindiver" magazine contest brought him a scholarship to Brooks Institute of Photography in Santa Barbara, Calif. From 1970 to 1972, he received one of 10 equal prizes awarded each year in the annual maritime photo contest sponsored by U. S. Naval Institute Proceedings.

A native of Philadelphia, the 34-year-old Maury is currently residing with his wife and their twin seven-year-old daughters at the Grant Heights Family Housing Facility on the western edge of Tokyo. His enthusiasm for adventure still keeps him traveling much of the time, and has brought him a well deserved reputation for being a "talent on the move." At the very least, he is probably one of the few photographers who does his work on the way down.

Top: Feature Photograph, "A Star Over San Diego" by PHC Maury.
Above: News photograph, "One Moment . . . the Last Tour" by PHC Maury.

Aiding Underwater Search & Salvage Operations–

USS APACHE (ATF 67)

The Navy's oldest operating ocean tug, USS *Apache* (ATF 67), is rarely seen alone nowadays. If she is spotted, you will probably find two other ships, USS *White Sands* (ARD 20) and the bathyscaph *Trieste II*, in the immediate vicinity too.

Together, the three ships form the Integral Operating Unit (IOU) which is a special trio for search and salvage operations. The bathyscaph does the deep-water diving and is carried in the well decks of *White Sands*—but it is *Apache* which puts the group on the map, or perhaps, all over the map.

Powered by four 12-cylinder diesel engines which drive direct-current generators, she is capable of producing more than two million watts which is fed into four electric motors that drive her propeller shaft. *Apache* can put out more than 3000 horsepower which can tow just about any size ocean vessel.

All this power is needed, too. As the lead ship, her job is to tow *White Sands* and *Trieste II* to where the diving needs to be done. *White Sands* is a converted floating drydock which means that she is huge. Although fitted with three 500-horsepower engines when adapted to support the bathyscaph, she is still only capable of moving around the diving area at a slow pace. The sides of the ARD extend 30 or 40 feet above the waterline which, combined with her tremendous beam, offer plenty of wind resistance.

"In high winds and bad weather towing becomes extremely difficult," explains Lieutenant Michael D. Barker, commanding officer of *Apache*. "If we have more than 10 knots of wind from either side, *Apache*

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must use a large amount of rudder to maintain a true course and this cuts down on our forward speed."

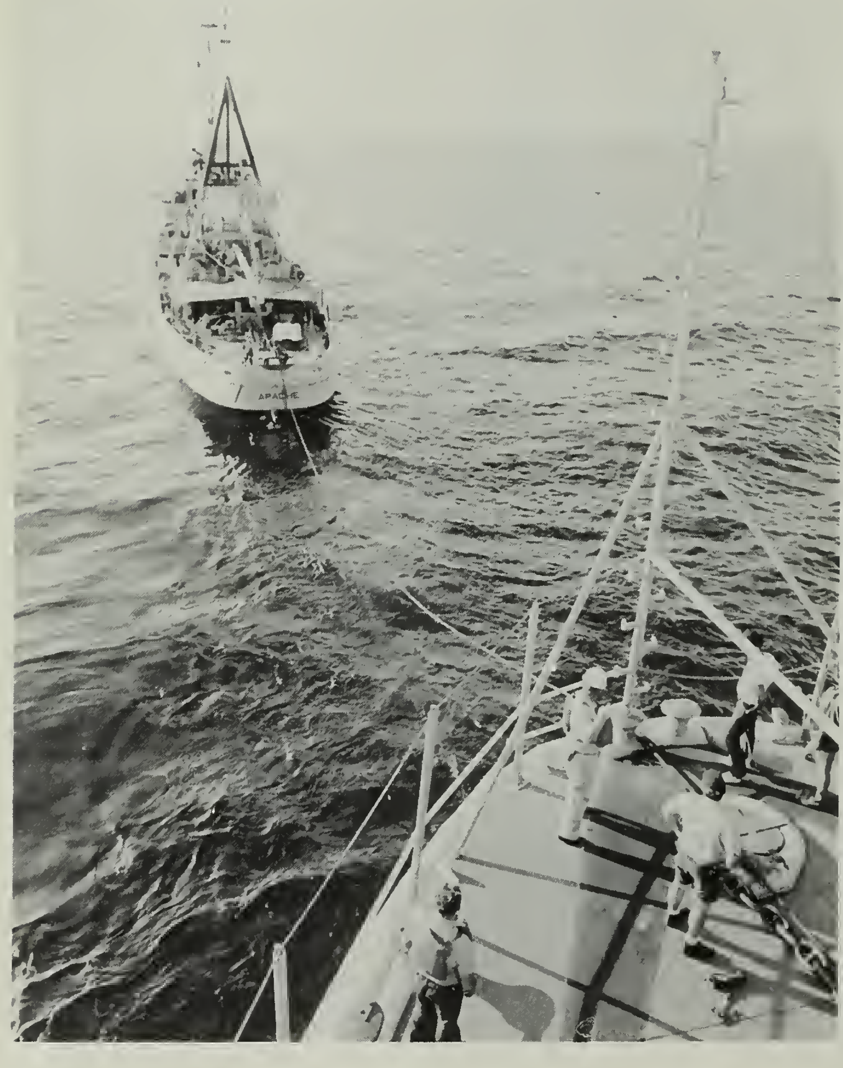
Whether or not old *Apache* could do the job was put to test not long after the IOU was formed in 1969. With *Trieste* safely tucked in the well of *White Sands, Apache* took the two in tow and set a course for the Azores from San Diego. The group made it there without problems and soon inspected the wreckage of the nuclear submarine *Scorpion* (SSN 589). It was one of the longest tows in naval history and earned them the Navy Unit Commendation given by the Secretary of the Navy.

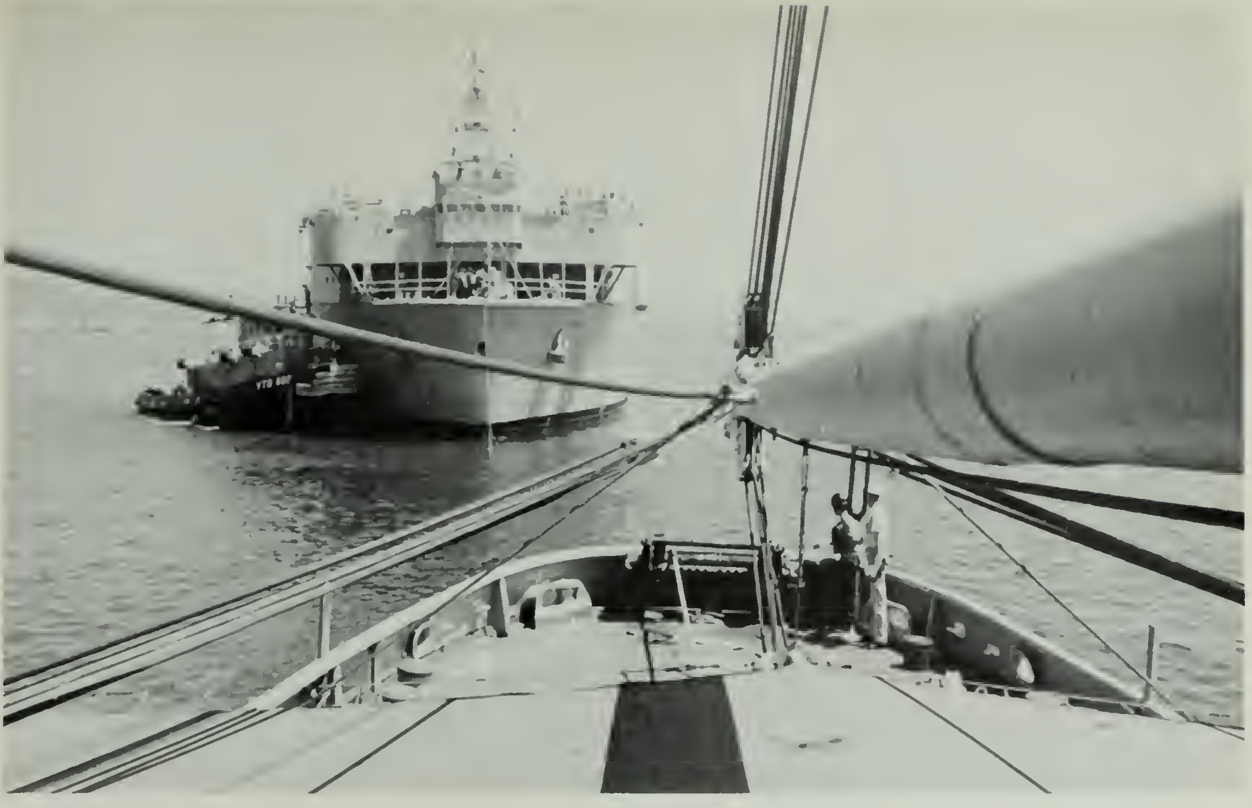
Even in her early years, *Apache* saw plenty of action and proved herself to be more than an ordinary support ship. Operating in the western Pacific during World War II, she participated in numerous assault landings including those on Guadalcanal, Saipan, Guam and Luzon. As a noncombatant ship, she did well to shoot down five attack enemy aircraft during the invasion of Luzon in the Philippines. After World War II, *Apache* was decommissioned, but the Korean conflict stepped up the demand for more sea support and she was brought back into service.

Not too long ago, *Apache* helped complete some impressive deep-water operations. Not far from the Hawaiian Islands, a Marine Physics Laboratory electronics package was recovered from the ocean depths. It was the deepest ocean-floor recovery ever made with *Trieste* diving down about 16,400 feet—a little more than three miles down.

The IOU is currently conducting operations in the vicinity of the Coronado Islands near San Diego. A Navy fighter plane that crashed in the area is being searched for and new "pilots" for the bathyscaph are being trained in the process.

The bathyscaph is surely the newest and most sophisticated craft of the IOU. However, it is much the same position as an orbital workship with no booster—if it cannot be placed where it is made to function, little exploration will take place. Without *Apache* to provide the bathyscaph and her mother ship with almost unlimited mobility, undersea salvage and exploration would move ahead at little more than a snail's pace.





Far left: USS Apache prepares to tow USS White Sands with the bathyscaph Trieste aboard. Left: The bathyscaph Trieste. Above and below: The three units, Apache, White Sands and Trieste, called all together the Integral Operating Unit (IOU), head for the open seas near San Diego Bay.—Photos by PHCS V. McColley, USN.

'OLD IRONSIDES' TO BE OVERHAULED

The U. S. Navy's oldest commissioned ship, the frigate USS *Constitution,* is now undergoing a complete overhaul of her decks, timbers and planking. So that the 176-year-old frigate is available for visiting during the upcoming Bicentennial, she will come out of drydock temporarily from April 1975 until late 1976. After that, the reconstruction will continue during the winter months until June 1978.

"Old Ironsides" will be rebuilt with the utmost care. Wood, principally white oak, will be specially cut in the mid-Atlantic states and seasoned for two to three years before being used, a practice employed during original construction. Ship rebuilding techniques will also match the skills of the earlier shipwrights. Even though wooden-hulled ships of this size are rare today, the methods of repair and reconstruction which were perfected in the past centuries have been carefully documented, and will be used once again.

Constitution, besides being a floating museum, is also the flagship of Rear Admiral Richard E. Rumble, USN, Commandant of the First Naval District.

FEDERAL BENEFITS BASED UPON TYPE OF DISCHARGE

As a service to our readers, All Hands, on the next two pages, presents a comprehensive chart detailing the types of discharges awarded to members of the Naval service based upon conduct and/or performance rendered. They range from the very best, Honorable, to the worst, Dishonorable.

Completion of service obligation and the receipt of an honorable discharge should be one of the goals of every man and woman in the Naval service. Being the best type of discharge, it's natural that the Honorable Discharge reaps the most benefits for its holders and acts as a key which opens doors of opportunity. These same doors are closed or partially closed to those holding other types of discharges or being discharged for cause such as unfitness or misconduct.

Considerable prejudice in civilian life may be encountered wherein the type of service rendered or the character of discharge received may have a bearing. Most veterans' organizations exclude all but holders of honorable discharges from membership. The stigma of receiving less than a fully honorable discharge is borne out by numerous persons who request a change in the character of their discharge. Typical statements contained in the reasons for these requests are: "unable to get a job," "would like to get married but don't feel that I can with this type of discharge," "I don't want to go through life with this type of discharge," "every time I get a job and my employer finds out about my discharge, I lose my job," etc.

Although young men with other than honorable discharges may find employment, the prospects for advancement to a position of higher responsibility or trust are nevertheless severely jeopardized. Such persons are generally unacceptable for a performance bond, for office or position under city, county, state and federal governments and for many other positions the average citizen takes for granted.

Because of all the benefits one may derive from receiving a fully honorable discharge and the stigma attached to one less than honorable, good conduct and performance result in numerous post-service rewards. These benefits become obvious as one studies the attached chart. Although such information is common knowledge to most military personnel, it never hurts to have such a chart at hand to glance at now and then, particularly for counseling purposes.

Let us all remember that favorable consideration for veterans' benefits, the possibility of favorable future employment and honor among friends and family are advantages which often are not fully realized until they are lost forever by receipt of a discharge which is less than fully honorable.

FEDERAL BENEFITS BASED

BENEFITS

The purpose of this chart is to show the effect of the type of discharge upon possible eligibility to various rights and benefits.
No attempt is made to set forth other requirements of eligibility which must be met.

Prepared by ALL HANDS Magazine

BENEFITS	APPLICABLE STATUTE OR REGULATION	PUNITIVE UCMJ					
		DISHONORABLE DD Form 260N	BAD CONDUCT DD Form 259N (Conditions Other Than Honorable)		UNDESIRABLE DD Form 258N (Conditions Other Than Honorable)		
		GENERAL COURT MARTIAL CONVICTION	GENERAL COURT MARTIAL CONVICTION	SPECIAL COURT MARTIAL CONVICTION	MISCONDUCT 3420240	UNFITNESS 3420220	SECURITY 3420200
I. BENEFITS ADMINISTERED BY THE VETERANS ADMINISTRATION							
1. Wartime disability compensation	38 USC 310	■	■	▨	▨	▨	▨
2. Wartime death compensation	38 USC 321	■	■	▨	▨	▨	▨
3. Peacetime disability compensation	38 UCS 331	■	■	▨	▨	▨	▨
4. Peacetime death compensation	38 USC 341	■	■	▨	▨	▨	▨
5. Dependency and indemnity compensation to survivors	38 USC 410, 416	■	■	▨	▨	▨	▨
6. Educational assistance	38 USC, Chapter 34	■	■	▨	▨	▨	▨
7. Pensions to widows and children	38 USC 531–544	■	■	▨	▨	▨	▨
8. Hospital, domiciliary and nursing home care	38 USC 610	■	■	▨	▨	▨	▨
9. Outpatient medical and dental care	38 USC 612	■	■	▨	▨	▨	▨
10. Drug Dependency Treatment (hosp. and necessary followup care)	38 USC 610, 612	■	■	▨	▨	▨	▨
11. Prosthetic appliances	38 USC 613	■	■	▨	▨	▨	▨
12. Seeing-eye dogs, mechanical and electronic aids	38 USC 614	■	■	▨	▨	▨	▨
13. Burial benefits (flag and expenses)	38 USC 901, 902	■	■	▨	▨	▨	▨
14. Special housing	38 USC 801	■	■	▨	▨	▨	▨
15. Vocational rehabilitation	38 USC, Chapter 31	■	■	▨	▨	▨	▨
16. Orphans' and widows' educational assistance	38 USC, Chapter 35	■	■	▨	▨	▨	▨
17. Home and farm loans; business loans*	38 USC 1801 et seq.	■	■	▨	▨	▨	▨
18. Autos for disabled veterans	34 USC 1901–1903	■	■	▨	▨	▨	▨
19. Clothing allowance (prosthetic users)	38 USC 362	■	■	▨	▨	▨	▨
II. BENEFITS ADMINISTERED BY THE MILITARY DEPARTMENTS							
1. Mileage	Joint Trav. Reg. ¶ M4157	■	■	■	■	■	■
2. Headstone marker (Sec. Army administers)	24 USC 279a et seq. AR 290–5, ¶ 25	■	■	■	■	■	■
3. Payment for accrued leave	37 USC 501	■	■	■	■	■	■
4. Transportation for dependents and household goods	Joint Trav. Reg ¶ M7009, M8259	■	■	■	■	■	■
5. Burial in national cemetery (Sec. Army administers)	24 USC 281; AR 290–5, ¶ 20	■	■	■	■	■	■
6. Retain and wear uniform home	10 USC 771a	■	■	■	■	■	■
7. Award of medals, crosses and bars	10 USC, Chapter 567	■	■	■	■	■	■
8. Admission to the Naval Home	BuPers Man 6210280	■	■	■	■	■	■
9. Travel in kind	Joint Trav. Reg. ¶ M5300 et seq., M4150	●	●	●	●	●	●
10. Cash allowance ($25)	10 USC 771a	●	●	●	●	●	●
11. Suit of civilian clothes (not to exceed $30)	10 USC 771a	●	●	●	●	●	●
12. Board for Correction of Naval Records	10 USC 1552	●	●	●	●	●	●
13. Death gratuity	10 USC 1480	■	■	▨	▨	▨	▨
14. Navy Discharge Review Board	10 USC 1553	■	■	●	●	●	●
15. Use of wartime title and wearing of uniform	10 USC 772e	■	■	■	■	■	■
III. BENEFITS ADMINISTERED BY OTHER FEDERAL AGENCIES							
1. Civil Service employment preference (Civ. Ser. Com.)	5 USC 2108	■	■	■	■	■	■
2. Credit for retirement benefits (Civ. Ser. Com.)	5 USC 8331 et seq.	■	■	■	■	■	■
3. Reemployment benefits (Sec. Labor)	50 APP. USC 459	■	■	■	■	■	■
4. Naturalization benefits (Immigr. & Natl. Services)	8 USC 1440	■	■	■	■	■	■
5. Employment as District Court bailiffs	28 USC 755	■	■	■	■	■	■
6. D. C. police, firemen, and teacher retirement credit	D. C. Code Tit 4, 523; Tit 31, 728	■	■	■	■	■	■
7. Housing for distressed families of veterans (HUD)	42 USC 1571 et seq.	■	■	▨	▨	▨	▨
8. Preference in purchasing defense housing (HUD)	42 USC 1592a and 1592n(h)	■	■	▨	▨	▨	▨
9. Preference for farm loans (Sec. Agric.)	Available under various statutes. Basic statute is 7 USC 1983e	■	●	●	●	●	●
10. Preference for farm housing loans (Sec. Agric.)	42 USC 1477	■	●	●	●	●	●
11. Unemployment benefits	38 USC 2001 et seq.	■	■	▨	▨	▨	▨
12. Social Security wage credits for WW II service (Sec. HEW)	42 USC 417	■	■	▨	▨	▨	▨
13. Employment preference in Farm Credit Banks	12 USC 640 1	■	■	■	■	■	■

*Business loans are available only to veterans of World War II and Korea.

UPON TYPE OF DISCHARGE

KEY

- ● ELIGIBLE
- 🟦 NOT ELIGIBLE
- N/A NOT APPLICABLE AS PERSON IS ENTITLED TO BENEFITS LISTED ELSEWHERE
- ▨ ELIGIBLE ONLY IF ADMINISTERING AGENCY DETERMINES THAT FOR ITS PURPOSES THE DISCHARGE WAS NOT UNDER DISHONORABLE CONDITIONS

YPE OF DISCHARGE

ADMINISTRATIVE

GENERAL DD Form 257N (Under Honorable Conditions)				HONORABLE DD Form 256N (Benefits listed may also be applicable to personnel receiving General Discharges for these reasons)						
CONDUCT 420240	UNFITNESS 3420220	SECURITY 3420200	UNSUITABILITY 3420180 APPLICABLE TO HONORABLE DISCHARGES IN THIS CATEGORY ALSO.	MINORITY 3850260	DEPENDENCY OR HARDSHIP 3850240	CONVENIENCE OF THE GOVERNMENT 3850220	DISABILITY 3850280	FULFILLMENT OF SERVICE OBLIGATION 3810400	EXPIRATION OF ENLISTMENT 3840260	
										I. BENEFITS ADMINISTERED BY THE VETERANS ADMINISTRATION
●	●	●	●	●	●	●	●	●	●	1. Wartime disability compensation
●	●	●	●	●	●	●	●	●	●	2 Wartime death compensation
●	●	●	●	●	●	●	●	●	●	3 Peacetime disability compensation
●	●	●	●	●	●	●	●	●	●	4. Peacetime death compensation
●	●	●	●	●	●	●	●	●	●	5 Dependency and indemnity compensation to survivors
●	●	●	●	●	●	●	●	●	●	6. Educational assistance
●	●	●	●	●	●	●	●	●	●	7 Pensions to widows and children
●	●	●	●	●	●	●	●	●	●	8 Hospital, domiciliary and nursing home care
●	●	●	●	●	●	●	●	●	●	9 Outpatient medical and dental care
●	●	●	●	●	●	●	●	●	●	10. Drug Dependency Treatment (hosp and necessary followup care)
●	●	●	●	●	●	●	●	●	●	11. Prosthetic appliances
●	●	●	●	●	●	●	●	●	●	12. Seeing-eye dogs, mechanical and electronic aids
●	●	●	●	●	●	●	●	●	●	13. Burial benefits (flag and expenses)
●	●	●	●	●	●	●	●	●	●	14. Special housing
●	●	●	●	●	●	●	●	●	●	15. Vocational rehabilitation
●	●	●	●	●	●	●	●	●	●	16. Orphans' and widows' educational assistance
●	●	●	●	●	●	●	●	●	●	17. Home and farm loans; business loans*
●	●	●	●	●	●	●	●	●	●	18. Autos for disabled veterans
●	●	●	●	●	●	●	●	●	●	19. Clothing allowance (prosthetic users)
										II. BENEFITS ADMINISTERED BY THE MILITARY DEPARTMENTS
●	●	●	●	●	●	●	●	●	●	1. Mileage
●	●	●	●	●	●	●	●	●	●	2 Headstone marker (Sec. Army administers)
●	●	●	●	●	●	●	●	●	●	3. Payment for accrued leave
●	●	●	●	●	●	●	●	●	●	4 Transportation for dependents and household goods
●	●	●	●	●	●	●	●	●	●	5 Burial in national cemetery (Sec. Army administers)
🟦	🟦	🟦	🟦	●	●	●	●	●	●	6. Retain and wear uniform home
●	●	●	●	●	●	●	●	●	●	7. Award of medals, crosses and bars
●	●	●	●	●	●	●	●	●	●	8. Admission to the Naval Home
●	●	●	●	●	●	●	●	●	●	9. Travel in kind
🟦	🟦	🟦	🟦	N/A	N/A	N/A	N/A	N/A	N/A	10. Cash allowance ($25)
●	●	●	●	N/A	N/A	N/A	N/A	N/A	N/A	11. Suit of civilian clothes (not to exceed $30)
●	●	●	●	●	●	●	●	●	●	12 Board for Correction of Naval Records
●	●	●	●	●	●	●	●	●	●	13. Death gratuity
●	●	●	●	●	●	●	●	●	●	14 Navy Discharge Review Board
●	●	●	●	●	●	●	●	●	●	15. Use of wartime title and wearing of uniform
										III. BENEFITS ADMINISTERED BY OTHER FEDERAL AGENCIES
●	●	●	●	●	●	●	●	●	●	1. Civil Service employment preference (Civ Ser. Com.)
●	●	●	●	●	●	●	●	●	●	2 Credit for retirement benefits (Civ Ser Com.)
●	●	●	●	●	●	●	●	●	●	3. Reemployment benefits (Sec Labor)
●	●	●	●	●	●	●	●	●	●	4 Naturalization benefits (Immigr & Natl Services)
●	●	●	●	●	●	●	●	●	●	5 Employment as District Court bailiffs
●	●	●	●	●	●	●	●	●	●	6 D. C. police, fireman, and teacher retirement credit
●	●	●	●	●	●	●	●	●	●	7 Housing for distressed families of veterans (HUD)
●	●	●	●	●	●	●	●	●	●	8 Preference in purchasing defense housing (HUD)
●	●	●	●	●	●	●	●	●	●	9 Preference for farm loans (Sec Agric.)
●	●	●	●	●	●	●	●	●	●	10. Preference for farm housing loans (Sec. Agric.)
●	●	●	●	●	●	●	●	●	●	11 Unemployment benefits
●	●	●	●	●	●	●	●	●	●	12 Social Security wage credits for WW II service (Sec HEW)
●	●	●	●	●	●	●	●	●	●	13. Employment preference in Farm Credit Banks

- GAS TURBINE SYSTEM TECHNICIAN (GS) RATING APPROVED

A new general rating -- Gas Turbine System Technician (GS) -- has been approved by the Secretary of the Navy and will be incorporated into the Navy's general rating system next year. The rating was established because of the increasing number of gas turbines into ship classes, such as the DD 963 class. Instructions for applying for this rating, billet conversions and training will be out by January 1974.

- OPENINGS AVAILABLE FOR ENTRY INTO LEGALMAN RATING

Persons in the yeoman 3rd class rating who are interested in working with the Judge Advocate General Corps are being urged to apply for entry into the legalman rating. Legalmen will assist members of the JAG Corps in matters such as military justice, discharges, admiralty law, courts-martial, investigations, legal assistance and a number of other law-related areas. If you're interested in this kind of work, contact your personnel officer or write to the Legalman Project Officer, Office of the Judge Advocate General (Code 81), Washington, D. C. 20370.

- 19th EDITION OF "BLUEJACKETS MANUAL" PUBLISHED

The 19th edition of the Bluejacket's Manual -- a book which explains many aspects of the U. S. Navy -- has been published by the United States Naval Institute in Annapolis. Beginning in July, this new book has been distributed to all new recruits. The authors of this current edition spent more than 14 months revising and updating the previous editions and have included chapters in communications, electronics and the 3M system, as well as the topic of drugs, Black history and minority groups. Since its first edition in 1902, more than 12,000,000 copies of the Bluejacket's Manual have been sold or distributed.

- ACNP FOR WOMEN POST DISESTABLISHED

In furtherance of completing integration of women into all facets of the Navy, the post of Assistant Chief of Naval Personnel for Women has been abolished to eliminate any arbitrary grouping that contradicted such integration. All of the functions of this office have been transferred to the cognizant offices within the Bureau of Naval Personnel and other commands, such as Navy Recruiting Command and Navy Training Command. In order to ensure coordination of policies relating to women, however, a central point of contact has been set up in the office of Assistant Chief of Naval Personnel for Human Goals (Pers-6). This office, the Equal Opportunity Division (Pers 61, phone (202) OX4-1430 or Autovon 224-1430) will maintain and review the Navy Women's Equal Opportunity Program, coordinate program initiatives concerning Navy women, and respond to any inquiries in these areas of interest.

- FEES FOR DUPLICATING SERVICE RECORD ITEMS INCREASED

As a reminder for those who need parts of their service record duplicated, the fees for this service have been increased. Although the new fees have been in effect for a year, there are quite a few people unaware of the changes. One area of record duplication which has been a particular problem is that of military membership. Requests received for address of record, statement of verification of service or report of separation, and fitness reports are still being accompanied by the outdated fees. To be furnished an address of record, send $2, not $1.50. Civil relief certificates are now $3 and the charge for copies of five most recent officer fitness reports is $2. Please make a note of these changes -- it could save you some valuable time.

- SKYLAB WENT ALNAV FOR RECORD-BREAKING FLIGHT

By now everyone knows that the latest Skylab crew, despite great problems in getting their equipment to work, have broken the record for continuous time spent in outer space. What a lot of people don't realize is that the crewmembers were all part of the U. S. Navy. Captain Charles "Pete" Conrad, the Skylab commander, Commander Paul Weitz, the Apollo spaceship pilot, and Commander Joseph Kerwin, the crew physician, brought their spaceship down within six miles of the recovery area in the Pacific Ocean on 22 Jun 73, thus completing 28 days and 50 minutes in space. Some 38 minutes after splashdown they were hoisted onto the recovery ship, USS Ticonderoga (CVS 14).

- NESEP NOW UNDER CHIEF OF NAVAL TRAINING COMMAND

The Navy Enlisted Scientific Education Program (NESEP) is now the responsibility of the Chief of Naval Training, having shifted from the Chief of Naval Operations on 1 Jul 73. Concurrently, the Chief of Naval Operations is now responsible for the solicitation and processing of application for NESEP and will also designate the initial selectees for the program. Applications for NESEP for the fall of 1974 are now being accepted and should be submitted no later than 1 Sep 73, in accordance with OpNavNote 1530 of 9 Apr 1973.

- BOOKLET OUTLINING VETERANS' BENEFITS NOW AVAILABLE

A 35-page "best seller," formally entitled "Federal Benefits for Veterans and Dependents," has been printed in its 10th edition by the federal government. It carries the latest GI Bill changes and other up-to-date information about veterans' and dependents' benefits. There is also a listing of Veterans Administration offices and hospitals and locations of the 44 VA drug abuse treatment centers. Copies of the booklet are available from the Superintendent of Documents, Washington, D. C. 20420, for 30 cents each.

- ALCOHOL ABUSE COUNSELORS JOIN FLEET

The Navy has expanded its Alcohol Abuse Control Program to include 100 Collateral Duty Alcohol Counselors to help coordinate the local command efforts. All of these people are recovered alcoholics who are particularly aware of the problems involved in rehabilitation. They will assist in the implementation of the alcohol abuse control program, serve as counselors to their shipmates and help coordinate a "referral network" of nearly 1000 other recovered alcoholics acting as volunteer counselors.

from the desk of the Master Chief Petty Officer of the Navy

"Coming To Grips with BEQ Management"

MCPON JOHN D. WHITTET

Will the Navy ever come to grips with the problem of BEQ management?

The people who head the Navy's just recently established BEQ management office here in BuPers certainly think so!

The new office and the recently established BEQ management school are integral parts of a comprehensive effort to improve the quality of our BEQs through training experienced and highly motivated enlisted men and officers. Both the management office here in BuPers and the school at NATTC in Memphis, Tenn., are the direct result of recommendations made by a BuPers BEQ study group and approved by the Chief of Naval Operations.

Together with field assistance teams, a new BEQ management system has been created to provide long-needed assistance to individual commands and BEQ managers. The goal is to develop a Navywide standard for all types of BEQ operations. The management office in BuPers has been established primarily to provide policy and guidance. On-the-spot assistance will be provided by well-trained, experienced BEQ managers acting as field assistance team members. But more about these field assistance teams later.

There is probably no single person who can do more, or less, to promote a well managed bachelor enlisted quarters (BEQ) than the BEQ manager. This is evidenced by the fact that the Navy has new buildings which are only marginally fit to live in and old buildings which are immaculate. Unfortunately, BEQ managers have often lacked the experience, command support funds, training and motivation necessary to get the job done.

The BEQ management school has been established to train BEQ managers and BEQ officers. Developed over a nine-month period by the Chief of Naval Train-

U.S. Navy aids victims of TUNISIAN FLOODING

With massive flooding along the mighty Mississippi in the U. S. this spring, there was little space left in the American press for the annual flood news from other parts of the world. That, of course, doesn't mean that floods didn't occur elsewhere. When they did, U. S. Navy men and women were on the scene to offer effective aid.

For example, Navy and Marine Corps members joined military men from three other nations in three days of rescue operations in March to relieve thousands of stricken flood victims in Tunisia's Medjerda River Valley. Helicopters from the U. S. Navy and Marine Corps, the Tunisian Army, and the Libyan and Italian Air Forces swooped down to save stranded victims clinging to trees and rooftops in the inundated region. For some, the Navy made it in the nick of time, rescuing victims while they were standing waist-deep in the muddy waters of the flooded river.

Rescue missions during the three-day period included delivery of household items, food, water and medical supplies. As the flood waters receded, potable water became scarce and had to be flown in, and plans were made to avert the possibility of epidemic outbreaks of diseases usually associated with flood disasters.

Both food and shelter for the victims were also scarce. For some families, a blanket provided the only protection from the elements. The Navy dis-ing in cooperation with NTC, San Diego and NATTC in Memphis, the curriculum has been thoroughly tested. Two separate pilot courses were run under the direction of NTC San Diego and enthusiasm ran high among both students and staff. The course curriculum includes an administrative workshop, management principles, human behavior, legal responsibilities, front desk procedures, security, maintenance, budget planning and an operations workshop. Classes run for three weeks and are limited to 25 students per class. The instructors are experienced BEQ managers who really know what they are talking about.

Applications for school seats are encouraged. The school is now listed in the Navy Formal Schools Catalog under course #A-500-0030 and class reservations can be made by calling NATTC Quota Control at autovon 966-5524. School seats are limited to those Navymen, E-5 and above, who are or will be assigned to a BEQ management position and have at least one remaining year of shore duty.

While each command must sponsor the costs involved in the transportation of the personnel it sends to the class, NATTC provides adequate billeting so that per diem costs are minimized. Further information is available by calling the BuPers number at autovon 224-5645 and 224-4315 or by calling NATTC at autovon 966-5536 or 966-5537.

The BEQ management field assistance teams, mentioned earlier, are also part of the new BEQ management system. An extension of the BuPers office and the BEQ management school, the teams will be able to provide individual attention to command problems. Composed of highly qualified, experienced BEQ managers in pay grades E-7, E-8 and E-9, there will be one three-man team on each coast. Modeled after the food service and steward instruction and demonstration teams, the BEQ field assistance teams will schedule their visits in a way that will allow time for base mission indoctrination, demonstrations, training and evaluation. I want to stress the fact that these men are not authorities from Washington, but seasoned BEQ managers who know what your problems are. Their purpose is to assist and support your command rather than inspect its operation. The teams will be available on a request basis and will be funded by BuPers. It is hoped that commanding officers will request the services of these teams when they become operational this fall.

Since fiscal year 1966, over 500 million dollars has been spent on building and rehabilitating BEQs. Building design has changed dramatically from large open bay type barracks to compartmentalized rooms.

Together with these new management steps that I have outlined, I, too, am confident that we are finally coming to grips with the age-old problem of producing and managing quality living quarters for individual Navymen.

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patched three of its ships from the Sixth Fleet—USS *Forrestal* (CVA 59), USS *Ponce* (LPD 15), and USS *Sampson* (DDG 10)—to the port of Tunis to help with the rescue operations, and there a team of doctors and hospital corpsmen from *Forrestal* joined with an international force of doctors establishing emergency medical aid stations at refugee relocation centers on the rim of the disaster area.

Food came from a variety of sources. Italy, France, Libya and the U. S. organization, CARE, contributed in massive amounts, and the men of *Forrestal* baked more than 1000 loves of bread for the victims. Still others purchased thousands of candy bars from the ship's store to hand out to the children as they were being rescued.

Literally plucking children and adults from perches, the rescue task force flew more than 100 individual sorties. At one point a Navy helo landed with 31 victims aboard from just one trip into the disaster area. In all, U. S. Navy and Marine Corps helicopters from *Ponce* and *Forrestal* logged 227 flight hours and were responsible for rescuing more than 1290 victims.

In one particular instance, an English couple touring the area in their camper were rescued from a mound of dirt surrounded by flood waters by a "Jolly Green Giant" Marine helicopter. They had been stranded for four days. On safer ground minutes later —and after many "thank yous"—they backed their Land Rover and trailer out of the hatch of the huge aircraft and proceeded on their way.

Hardest hit was the delta region northwest of Tunis, but the entire basin from the mouth of the Medjerda River to its source near the Algerian border had been severely damaged. More than 76 tons of supplies were flown into the flooded Tunisian villages to supplement the meager supplies rescued from the flood waters. Patrols and war games were sidelined while U. S. air controllers, loadmasters, airport traffic and ground controllers, and many others worked side by side with the military men of other nations providing disaster aid.

The three Sixth Fleet ships left the area after 72 hours of concentrated rescue and relief operations. The director of those operations, Tunisian Army Colonel Balma, summed up the Americans' role in the operations with one word: "Magnifique!"

Close-up of a vital Navy job:

PARACHUTE RIGGER

(Aircrew Survival Equipmentman)

In the days before steam, one of the most important men in a ship was the sailmaker. In fact, the sailmaker had one of the first Navy ratings, dating back to the start of the U. S. Navy, or 1797. His tools—heavy straight and curved needles, palms and beeswax, leather and heavy cloth. His working space wasn't the best, a dimly lit and confining compartment below decks. But if his work didn't get done, often the ship didn't travel.

The sailmaker is no longer with us, of course, and his job of making the ship go now rests with the engineering force, but his skills of working with cloth have been passed to modern-day descendants, the boatswain's mate aboard ship and the parachute rigger, also known by his correct title of aircrew survival equipmentman in the aviation community.

At Naval Air Station Norfolk, Va., 20 riggers attached to the paraloft perform jobs ranging from sewing various man-made materials into flight bags and tie-down straps, to modifying, inspecting and repacking over 20 different types of parachutes. Although these men use modern sewing machines for most of their sewing, one can often see a rigger squinting his eyes trying to thread a curved needle—not unlike his counterpart nearly 200 years ago.

"Generally speaking," PR1 G. Mac McBride explains, "these men maintain all aviator survival equipment for base, transit and fleet aircraft crews who request it.

"Although the bulk of our work involves checking liferafts and vests for leaks and then patching them if necessary, two other crews work with chutes and with oxygen regulating equipment."

PR1 McBride says the work on the flotation gear "is the most time-consuming because it takes about a day or two to check for leaks. After that the pieces must be patched and again checked. The loft checks about 600 vests per month and about 200 rafts per month. This keeps the guys in the raft shop pretty busy."

Another thing that keeps the men busy is the maintenance, repair and repacking of parachutes which, he says, "is the second heaviest workload encountered by the men." To a layman seeing the mass of shroud lines, rip-stop chute material and the rest of the paraphernalia, the task of packing all this into a pack measuring 1.5 feet by 3.5 feet and less than five inches thick seems an impossible job.

Most people have trouble repacking a raincoat into its original plastic case, but a 12-week stint at PR "A" school—mandatory for all PRs—makes parachute packing seem like simplicity itself. One of the keys to the mystery is teamwork.

Two men working together, knowing that a mistake here can cost a shipmate his life, have a set routine with their four hands that allows for no mistakes—no margin of error. They can easily sort out each shroud line and canopy panel and place them in order. Within 30 minutes, these two will have packed a 20-foot diameter canopy and its hundreds of feet of shroud lines into a small, neat packet.

It took many years for this lifesaving device to evolve to its present form. Leonardo da Vinci experimented with a tent-roof affair in 1495, but it wasn't until 1783 that a French physicist—Sebastien Lenormand—made a successful jump from a tower with his own specially designed parachute. In 1923 the American Armed Forces made it mandatory for all aviators to wear parachutes, and since the earliest days of naval aviation there have always been a number of men assigned to pilot safety. Although the days of the sailmaker have vanished in this modern Navy, the aircrew survival equipmentman—using the same power force that sailed the great, early ships of the U. S. Navy, the air and wind—now sail men from their aircraft to the safety of the earth.

—Story and Photos by
PH1 John R. Sheppard

Above: Aircrew Survival Equipmentmen check parachute before packing. Left: Modern fabrics make sewing easier and the final product better. Below: Routine maintenance of an oxygen regulator. Bottom: Checking, folding and repacking a parachute.

ANSWERS TO QUESTIONS ABOUT THE SURVIVOR BENEFIT PLAN

Since the new Survivor Benefit Plan, Public Law 92-425, went into effect on 21 Sep 1972, many questions have been received by the Chief of Naval Personnel from retirees, active duty personnel, wives and widows of active or retired service members. The questions cover a wide range of topics, and requests for further clarification have been made about almost every provision of the new law.

The following are questions about the new Survivor Benefit Plan most frequently raised by active duty personnel contemplating retirement in the near future.

Joining the Plan

Q. *When should I decide to include myself in the Survivor Benefit Plan (SBP)?*

A. Coverage under SBP is automatic unless a choice not to participate is submitted in writing. Other types of coverage are available though, and the type wanted, other than that which is provided automatically, should be stated in writing 30 days before retirement.

Q. *When must a decision be made by a member who has neither a spouse nor a dependent child on the date of retirement or transfer to the Fleet Reserve, but later marries and wishes to participate in the SBP because of the marriage?*

A. The decision to participate in the SBP must be made within one year of date of marriage.

Types and Amounts of Survivor Annuities

Q. *How many types of annuities are there?*

A. There are four kinds of annuity: one for spouse only, one for spouse and children, one for children only, and one for a person named as having an insurable interest in the member.

Q. *What is meant by an "insurable interest"?*

A. If by the member being alive, the person named can reasonably expect to receive some kind of financial benefit, an insurable interest exists. Generally speaking, any near relative would have an insurable interest in the member.

Q. *May a member choose which type of annuity he wants?*

A. Yes. If the member has a spouse and children, his participation in the SBP will automatically provide coverage for both. However, he may elect coverage for spouse only or children only. If the member has spouse only or children only, coverage will automatically be provided for whichever class of beneficiary is involved. Only a member who is unmarried and has no dependent children may elect to provide an annuity for a person with an insurable interest.

Q. *May a member who has named a person with an insurable interest as the recipient of an annuity change his election to provide the annuity for his spouse should he later marry?*

A. Yes. The change of election, however, must be submitted to the Navy Finance Center within one year after the marriage takes place.

Q. *How much annuity will the spouse/children receive?*

A. The monthly annuity payable to the spouse/children is 55 per cent of the base amount selected by the member. However, the annuity for the spouse is subject to change under certain conditions.

Q. *What is meant by "base amount"?*

A. Base amount means the full monthly pay to which the member was entitled when he or she elected into the plan, or a lesser amount designated by the member. If the member selects full pay as the base amount, the base amount will be changed should he subsequently be advanced on the retired list, transferred from the temporary disability retired list to the permanent disability retired list, or whenever a cost-of-living increase takes place. If a member selects a lesser base amount, such an amount will be adjusted only for the reason of a cost-of-living increase. It is important to realize that adjustments in annuity payments due to cost-of-living increases are made because there has been a change in the base amount, not in the percentage taken from the base amount.

Q. *How much annuity will the person with an insurable interest receive?*

A. For this type of annuity, there is a cost (see fourth question under heading "Costs of Survivor Annuities") which is subtracted from the member's gross monthly pay. The amount of annuity paid is 55 per cent of the member's gross monthly pay after this cost has been subtracted.

Q. *Is the annuity to a surviving spouse ever terminated?*

A. If the widow or widower either remarries before the age of 60, or dies, the annuity is paid only through the previous month. Remarriage after the age of 60 does not terminate the widow's or widower's annuity.

Q. *Can the payment of an annuity be resumed if the remarriage of a widow or widower is terminated by annulment, divorce, or death?*

A. Yes. Payment of the annuity will be resumed as of the first day of the month in which the marriage is terminated.

Q. *If a widow's or widower's remarriage is terminated by death and the widow or widower is entitled*

SURVIVOR BENEFIT PLAN

to an annuity from that marriage would he or she be entitled to both annuities?

A. No. The widower or widow cannot receive two annuities, but may select which one of the two he/she would like to receive.

Q. *Will the annuity under the SBP be paid if upon a member's death the widow or widower is also entitled to Dependency and Indemnity Compensation (DIC) from the Veterans Administration?*

A. Full payment under the SBP is not given. What is given is the amount by which payments under the SBP exceed those of the DIC.

Q. *Is an annuity subject to garnishment or any other type of restriction?*

A. No, the payment of an annuity is not subject to garnishment, and, other than as offset by the amount of DIC or social security benefits that may be payable, there are no restrictions that can be placed on a payment.

Costs of Survivor Annuities

Q. *What is the cost of an annuity for a spouse only?*

A. The cost is two and one half per cent of the first $300 of the base amount, plus 10 per cent of the remainder of the base amount. Ultimately, the actual amount received as payment depends upon the base amount.

Q. *How much will an annuity for spouse and children cost?*

A. The cost is practically the same as that for a spouse only, an additional charge of generally one-half of one per cent is made for the children. When there are no longer any eligible children, the cost is reduced to that of a spouse only.

Q. *How much will an annuity for children only cost?*

A. Based on the age of the retiree and age of the youngest child, the monthly cost will be about three per cent of the base amount. This cost, however, will be terminated when there ceases to be an eligible dependent child.

Q. *How much will an annuity for a natural interest person cost?*

A. The monthly cost is 10 per cent of the gross monthly pay plus an additional five per cent of such pay for every five years that the beneficiary is younger than the member. The total cost, however, may not exceed 40 per cent of the member's gross monthly pay.

Q. *Will the monthly cost be affected by cost-of-living increases in retired and retainer pay?*

A. Yes, the cost will be affected.

Q. *Will the monthly cost be affected if retired pay is adjusted because the member is transferred from the TDRL to the PDRL, or because the member is advanced to a higher grade on the retired list?*

A. The cost will be affected only if the gross pay was designated as the base amount.

Q. *For how long will costs be paid?*

A. There will be a cost throughout the member's lifetime except when participation in the SBP provides coverage for children only or when the member is serving on active duty in a retired or Fleet Reserve status. There will also be no cost when the member has waived his retired or retainer pay for Civil Service benefits and elected to participate in the civilian plan, or is discharged from the TDRL without being placed on the PDRL.

Q. *Will the costs under the SBP be subject to with-*

holding tax?

A. No. The Internal Revenue Service ruled in December 1972 that deductions from retired pay for participation in the SBP are not included in gross income for Federal income tax purposes and are not subject to withholding tax.

Q. *If a member is not receiving retirement pay because he or she has waived compensation from the Veterans Administration, is the payment of costs under the SBP still required?*

A. Yes, monthly costs are still necessary and will be paid by personal check or money order. Interest will be charged for delinquent amounts owed.

Q. *If a member's wife dies first or there is a divorce, will the costs under the SBP be discontinued?*

A. No, the costs will continue until his death, but a subsequent spouse may be covered.

Payment of Annuity

Q. *When does an annuity become effective?*

A. The annuity is considered effective the day after the member's death occurred.

Q. *How long will an annuity be paid to children?*

A. In the case of a child who is unmarried and not attending school, annuity will be paid until age 18. For a child who is unmarried and pursuing a full-time course of study, payments will come until age 22. A child who is unmarried and incapable of self-support due to a physical or mental disability which occurred before the age of 18, or before the age of 22 while pursuing a full-time course of study, will receive an annuity as long as he or she remains unmarried and incapable of self-support.

Q. *How long will the annuity be paid to a natural interest person?*

A. Payment of an annuity will continue for the lifetime of that natural interest person.

Miscellaneous

Q. *What is the status of elections made by active duty personnel under the old Retired Serviceman's Family Protection Plan (RSFPP) before the enactment of the new Survivor Benefit Plan?*

A. The new Survivor Benefit Plan replaces the old RSFPP for all military personnel who retire with pay on or after 21 Sep 1972, and all elections made under the old RSFPP are void.

Q. *Where may I obtain additional information about the SBP?*

A. Your command should have a pamphlet entitled "Survivor Benefit Plan for Retired Members of the Uniformed Services" (NAV TRA 46605) which contains all the necessary information. The publication may also be ordered through the Navy supply system under the stock number of 0503-003-0250.

Q. *What form should be used in electing coverage under SBP?*

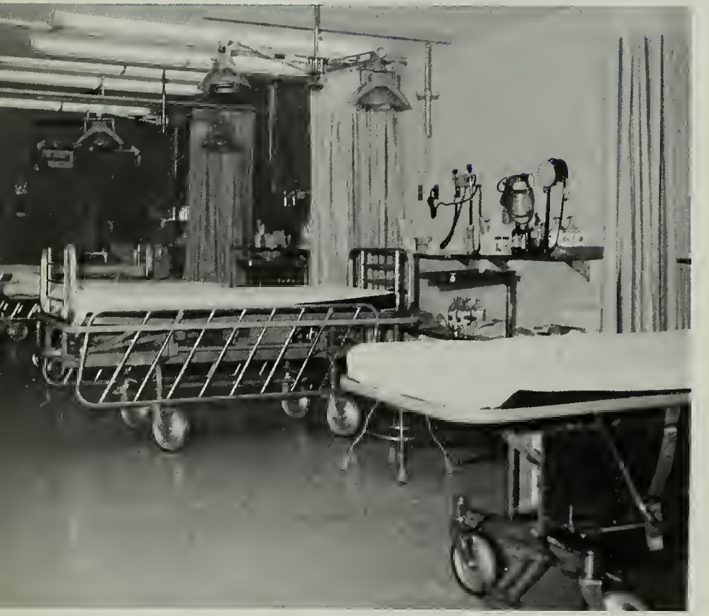
A. The Survivor Benefit Plan Election Certificate (DD Form 1883) is the appropriate form to use. If your command does not have any available, they may be ordered from the Navy supply system under the stock number 0102-068-0300.

Q. *Must I fill out an election certificate if I accept full coverage?*

A. You are not obligated to do so, but, if there are eligible minor children in your family, it will save the Navy Finance Center the step of writing to you to obtain identification information (names and ages) of your children.

NOW A MORE EFFICIENT

Portsmouth Naval Hospital



Emergency

"There has been a disaster in the area and at least 20 patients are on their way to your hospital. You can expect to receive them momentarily."

The Naval Hospital, Portsmouth, Va., may never hear this message, but if a mass casualty situation occurs, the hospital is now better than ever prepared to handle the casualties. The reason—an emergency room renovation project.

Immediate benefits are being reaped from the improvements in the day-to-day operation of an emergency room, which provided initial care for about 7000 patients with acute injuries and illnesses during a recent three-month period. "Before" and "after" pictures of the emergency room arrangement tell the story.

The pre-renovation scene shows two operating rooms and two small, and often crowded, doctors' offices with fixed examination tables where patients were seen. Doctors carried otoscopes and ophthalmoscopes with them; manometers for taking blood pressure were usually kept on a table or desk; and most other equipment was brought into the office as required.

The "after" picture is much different—and much better. A spacious, bay-like area containing four treatment cubicles with one gurney (movable bed) per cubicle has replaced the doctors' offices as the focal point for treatment. Most required equipment is just a step or less away. Each cubicle has suction devices, oxygen, an otoscope, an ophthalmoscope and a manometer—all of which are wall-mounted. In addition, each has intravenous solutions, overhead intravenous poles, overhead blood-drawing equipment and a call button for summoning additional assistance. There is also greatly improved illumination.

One operating room has been eliminated and the second refurbished with modern, sophisticated equipment. Again, ease of access to equipment is a major advantage. The operating room now has wall-mounted nitrous oxide, oxygen and suction devices which are movable on overhead tracks, overhead intravenous poles, a defibrillator for use in treating cardiac arrest, an anesthetic machine and x-ray view boxes.

Doors at both ends of the large area housing the cubicles permit an uninterrupted circular flow of patients during a mass casualty incident. Medical teams would initially examine patients injured in such a contingency in an adjacent lobby set up as a triage area for assigning priorities for medical treatment. Those requiring immediate resuscitation from shock or life-threatening injuries would be taken through one door, treated and removed through a second. Contrast this with the "before" picture and its potential for doorway congestion as one patient is brought into a doctor's office while a second is being removed through the same portico.

What is the expansion potential of the emergency room where normally no more than four people are treated simultaneously? The answer plays a prominent role in the Portsmouth Naval Hospital's preparedness for a mass casualty situation. Each treatment cubicle can accommodate a second gurney and a double overhead light per cubicle permits illumination to be adjusted appropriately. The whole area has sufficient space for additional gurneys or equipment. For example, x-ray equipment could be brought into the space when preliminary x-ray studies are indicated without seriously crowding the medical teams.

Substitution of gurneys for fixed examination tables means one less bed transfer for patients who are to be admitted or who require x-ray examinations.

Although improved preparedness for mass casualty situations was a motivating factor in undertaking the renovation project, hospital officials emphasize that the improvements have produced a more pleasant atmosphere for all patients plus improving conditions under which they are treated.

Pharmacy

"I'm really pleased," an elderly gentleman said as he walked away with his medication. "My prescription was filled about 15 minutes after I handed it in." At the time, there were very few empty seats to be seen in the pharmacy's ample waiting room.

Empty waiting rooms are what the recent improvements at the Portsmouth (Va.) Naval Hospital are all about—especially in the pharmacy. Behind the streamlined services lie revised stocking, storage and staffing procedures, made possible by an extensive renovation project. A brief look at the route taken by a routine prescription filled at the pharmacy helps bring the picture into sharper focus.

The prescription is handed to a clerk at the check-in window who screens it and passes it to the first available pharmacist or pharmacy technician working along a conveyor belt "line." This person provides the medication called for in the prescription and places both on the belt. At the end of the line a clerk types the label and the medication is handed to the patient.

Bottleneck No. 1 used to occur at the check-in window. With only a single window open, long lines sometimes developed during periods of heavy activity. Consequently a second window was added for the peak periods.

A second bottleneck occurred when the volume of prescriptions overwhelmed the pharmacists, technicians and clerks manning the line. This was resolved by pulling personnel from other areas where their schedule could be rearranged and putting them to work in the Outpatient Dispensing Department. Eight pharmacists/technicians can fill prescriptions faster than four; two clerks can turn out labels faster than one. Adding personnel, however, raised the question —where will they work without overcrowding? The answer lay in adding a second counter with appropriate aisle space and shelving along the line and mirror-imaging stock on both sides.

The fewer steps a pharmacist/technician must take to reach medications, the faster he can fill prescriptions. With this in mind, pharmacy officials divided medications into three categories—fast-moving, moderate-moving (issued several times a day), and slow-moving. Fast-moving items are stored above and below the line with an additional supply just a few steps away. Those classified as moderate-moving are immediately behind the pharmacists/technicians while slow-moving items are one aisle away.

The pharmacy at the Naval Regional Medical Center's Boone Clinic Branch Dispensary which opened last year at the Little Creek, Va., Naval Amphibious Base served as a model for the renovation project. Modern design concepts incorporated in the Boone Clinic pharmacy have lived up to the expectations in speeding up service.

Prepackaging, particularly for fast-moving items, had previously been introduced as a speed-up measure. A further refinement was added by storing quantities of each prepackaged medication in individual plastic boxes. When the line supply runs out, the pharmacist/technician replaces one plastic box with another from the back-up supply.

Other aspects of renovation include addition of a refrigerator along the line, construction of office space for the stock control clerk, installation of a three-speed motor on the conveyor belt which allows variations according to the amount of activity, installation of an alarm system on the pharmacy door and the addition of neoprene padded matting on the walk areas. Pharmacy personnel were especially pleased by this last improvement.

The Portsmouth Naval Hospital pharmacy fills an average of 1300 to 1500 prescriptions each day. On some days, that figure exceeds 2000.

Facing page: The new and spacious treatment cubicles of the emergency room, with each area having its own wall-mounted equipment. Below: These well organized shelves in the pharmacy contain prepackaged medication in individual plastic boxes to help speed up the process of getting a prescribed drug.

HIDE AND SEEK .....
BUT IT'S NO GAME

DRUG

Back in November 1972, the Navy had a Marijuana Detector Dog (MDD) who was quite advanced—he also had the technical ability to detect the seemingly odorless narcotic, heroin. Up to that time, the Navy had been slightly skeptical as to the feasibility of training dogs to detect heroin—which is quite a bit different from "grass."

But, with the successful training of one heroin detector dog by Chief Aviation Ordnanceman Billy Smith, USN, the Navy decided on a pilot training program to determine the feasibility of training German Shepherds to detect heroin.

Three new teams, each comprised of one dog and one handler, were authorized to commence unique training courses at two different locations. Two of the teams were sent to the Washington, D. C., Metropolitan Police Department's K-9 Division, and a third team was trained under the direction of the U. S. Treasury Department, Bureau of Customs at San Antonio, Tex.

Two of these dogs and their handlers, Master Chief Machinist's Mate (SS) Joseph Gomez and Aviation Structural Mechanic (Hydraulic) 1st Class Donald Bolton, attended a four-week course, in Washington, D.C., during which the dogs were trained to seek out samples of heroin, ranging from 86 per cent (the purest form normally obtainable on the streets) to the smaller six and four per cent samples.

To say that the teams attended daily "classroom" sessions would be an academic nicety, for their classrooms weren't of the chalk and blackboard variety of one's schoolday memories. One classroom, for instance, was an abandoned garage full of bound stacks of old newspapers, a crib mattress and, stuck in a corner, the remains of an old automobile engine.

It was in this type of environment that the teams conducted their daily routine of "hide-and-seek" with drugs. An instructor planted samples of the drug in various inconspicuous locations. One heroin "plant" was concealed inside a bag of dry cement. These plants simulated those found under actual working conditions, ranging from boiler rooms to office spaces.

During the training, the handler places his dog with the command "Heel," just outside the door of the room. With the command "Search," the dog springs enthusiastically into action.

DETECTOR DOGS

According to Officer Murray, of the Washington, D. C., Metropolitan Police Department, a dog initially noses around the room to make sure there is nothing that will bite him. With the once-over completed, the dog gets down to the business of searching. Should the animal have difficulty, the handler calls him back and then starts a more controlled and systematic search. In this method of searching, the handler directs the dog to specific areas, thereby limiting the animal's area of search. First the team investigates the edges of the room and then it turns to the room's center. This method of search ensures the most efficient use of time and energy.

It is during this "systematic search" that the handler must be able, as Petty Officer Bolton puts it, "to communicate on the dog's level." The man must learn to rely more on the dog's sensitive faculty of smell and less on his own reason. "It is when a handler tries to outthink the dog's nose that he gets into trouble," Bolton continues.

This bond of trust is an important factor in the team's success. "A dog lives by his nose," adds Officer Murray, "as he doesn't have good eyesight." Sergeant Pitzer, former police department narcotic detector dog trainer, contributed some interesting figures from a report on the comparison of animal and human psychology by the University of Michigan. "A dog uses 86 per cent of his olfactory ability during a normal working day. Man, on the other hand, utilizes roughly 64 per cent. It is the man, then, who must be educated to use his dog's ability as a supplement to his own."

Communication is also very important to the success of the team. It is so important, that the personalities of man and dog are laboriously matched when they arrive at Fort Gordon, Ga., for the 13 weeks of basic instruction at the U. S. Army Military Police School. Men must learn to read their particular dog's "body language." They must be highly perceptive to the dog's movements, for even something as subtle as a slight hesitation can be an indication of a drug find.

Chief Gomez likens working with his dog, Rinty, to "working with a five- or six-year-old child. You have to get down to that level to communicate with the dog. When you're looking for marijuana, the dog is just making a game of it." The dogs are initially train-

ed in a game-like atmosphere. It begins as a game of toss and catch with a sealed package of marijuana between the dog and the handler. This game of toss and catch is soon expanded to encompass hide-and-seek. The dog quickly learns to pick up the location of the drug merely by its scent.

The detection of heroin's more subtle scent is real work for the dogs. Unlike marijuana, with its pungent scent, heroin registers such a faint odor that it is considered by some authorities to have no scent at all. The dogs really have to concentrate in order to detect its odor.

To maintain the game spirit, some handlers have invented ways in which to perpetuate the dog's interest. Petty Officer Bolton, for example, found that his dog, Ski, enjoys climbing. He has taught Ski to jump on his back in order to reach the tops of lockers, bookcases and storage cabinets. Petty Officer Bolton claims that it enhances the effectiveness of his dog. "It seems to make him more excited and he works better."

"The dogs work for nothing but praise," Chief Gomez noted as he roughhoused with his dog. "We don't use food as a reward. I just tell mine what a good dog he is. That is all he needs to hear." The dog's main motivation is to please his master and all he needs is praise and affection in return. "You can't give your dog enough praise," he added.

According to Mr. Cahill, the civilian trainer of the Washington, D. C., Metropolitan Police Department's K-9 Division, it takes both training and experience before the teams are considered to be working at peak efficiency. "We can only give the teams basic training—not experience," he says. "Teams become more proficient as they gain time and experience on the job."

Ski and Rinty are just two of the 28 marijuana detector dogs in the Navy and are among the four dogs which are now certified as having the dual capability of detecting both marijuana and heroin. Barely a year old when purchased by the Bureau of Naval Personnel from the DOD Military Working Dog Center at Lackland AFB, Tex., the dogs are sent, upon completion of team training, to heavily concentrated military areas.

Master Chief Gomez has returned to the Naval Amphibious Base, Coronado, where he was previously working as Assistant Chief of Base Security. Petty Officer Bolton has returned to Naval Station Rota, Spain, where he will be the only Navy MDD handler in his area. Stationed at 18 CONUS and 10 overseas areas, the teams work in conjunction with local security department officials and naval investigative agents.

This form of drug detection may be looked upon as "just a big game" by the average canine admirer, but to the hardworking canine detector teams it's "all business."

—JOSN Mary Savage, USN

Left: MMCM(SS) Joseph Gomez and "Rinty" find a packet of drugs concealed in a telephone booth. Above: During routine training, "Rinty" finds drugs in a briefcase. Right: AHM1 Donald Bolton encourages "Ski" to dig out his find.

ON THE SCIENTIFIC FRONT

Underwater Observation Capsule Designed to Inspect Ship Hulls

An underwater observation capsule was successfully tested at San Diego's Naval Undersea Center aboard the research vessel *Cape*. The compartment was part of NUC's Hull Inspection Platform (HIP). During the tests, a prototype nicknamed "dragonfly" was lowered by crane into the water alongside *Cape* and a safety diver monitored the tests. A two-hour unmanned submersion on the bottom of San Diego Bay was also undertaken before manned tests took place.

When the system is completed, the pod will be attached to an articulated arm assembly similar to the "cherry picker" type mounted on a self-propelled steel pontoon platform.

When the five-foot observation compartment is lowered into the water, it will provide a movable platform for inspecting ship hulls and underwater structures. The boom can be controlled either from the compartment or the catamaran type platform.

Deployed, HIP, with its capsule, can place an operator/observer in a shirtsleeve environment at a depth of about 24 feet. Most inspection tasks, however, will not call for depths below 16 feet. The capsule can be placed under a ship's hull or an overhanging structure as much as eight or 10 feet.

The observation pod weighs 550 pounds and has acrylic port-hatches on each side allowing virtually unobstructed visibility. The compartment's air control and communication lines are connected to the platform. In addition to the system's primary function, it can be adapted for fighting underdock fires, light salvage or direct supervision of marine engineering.

Left: Engineer Larry McKinley prepares to submerge in the "dragonfly," which will be used to inspect ships' hulls and other underwater structures. Right: The new grabber arm of the submarine TV vehicle "Snoopy" picks up a large seashell in 50 feet of water off Catalina Island.

Modified Underwater Television System Now Has Arm and Claw

Snoopy, the underwater television system used by San Diego's Naval Undersea Center, has been modified. It is now more portable than it once was.

The highly useful submarine TV vehicle was given a sturdier, lightweight frame made of anodized alum-

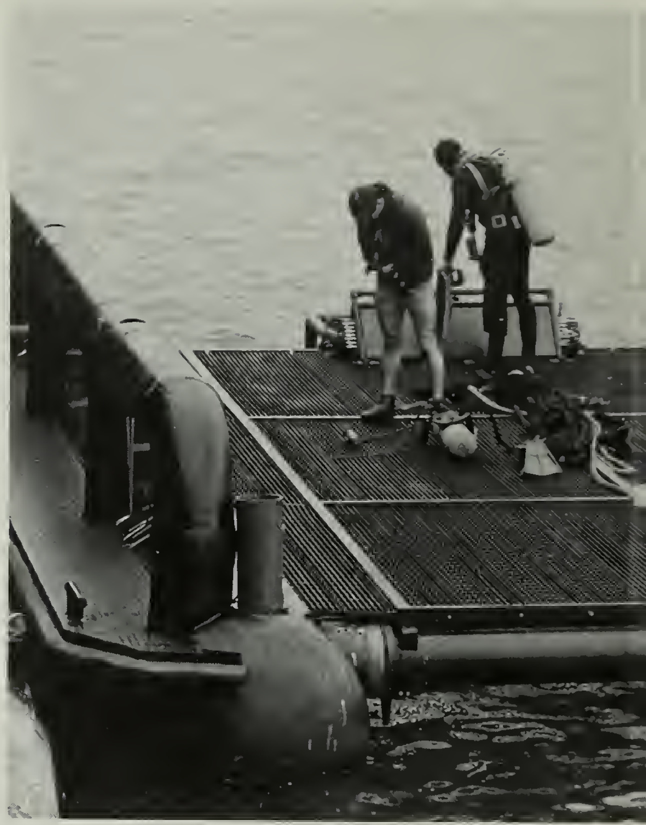
inum. This made *Snoopy* four feet long and 15 inches high—about six inches shorter in each direction. The small size and light weight of the vehicle (50 pounds) allow it to be operated easily from small surface vessels or packed with its controls in a shipping container for airlift to any part of the world.

Snoopy is equipped with a light and small television camera which enables it to be operated through remote control. The operator watches underwater landscapes through a television monitor mounted in his surface control console. Depth is controlled by varying the buoyancy or displacement of the vehicle.

Snoopy's capabilities were also increased by the addition of an arm and claw, a compass and an automatic depth control. The latter permits the underwater camera to hover at any depth which the operator selects using a dial on his hand-held control box.

The new claw permits *Snoopy* to accomplish other tasks in addition to its underwater viewing capability. Its arm can pick up small objects or place instrumentation, such as beacons, on the ocean floor at depths to 100 feet.

Undersea Catamaran to Simulate Deck of Submerged Sub for Training



A new underwater device was recently delivered at Coronado, Calif., to Naval Inshore Warfare Command Pacific. It was designed and engineered in Hawaii by the Ocean Sciences Division of the Naval Undersea Research and Development Center's ocean technology department and assembled at NUC's San Diego headquarters.

Called a submersible training platform (SUBTRAP), the undersea craft has a pair of three-and-a-half-foot diameter fiber glass pontoons, on either side of a steel mesh deck. Side rails above the decking contain six sealed buoyancy tanks which keep the platform in an upright position. The rails also contain floodable variable ballast tanks. Control of SUBTRAP is accomplished from the surface by selective flooding and/or blowing air into the ballast tanks to raise, submerge or trim the platform.

SUBTRAP is designed to be towed by a surface ship. It can hover in a stationary position at depths to 100 feet or be towed slowly while underwater.

SUBTRAP will be used for diver training, some of which could be of an unconventional nature. For example, a class of 40 scuba divers could ride the platform down rather than going over the side of a boat as they usually do.

The platform also has salvage possibilities. SUBTRAP can lift a two-ton object from the seafloor and its ability to hover near the bottom makes it a good search platform from which divers could locate sunken objects.

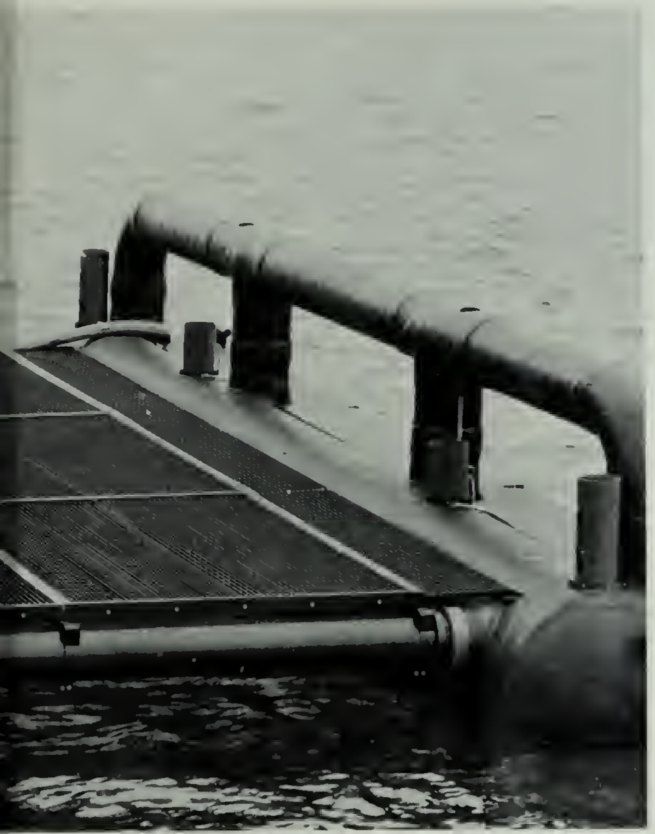
A second platform similar to the 24- by 36-foot SUBTRAP is being assembled for early delivery to the Atlantic Fleet.

Skywave Radar Proves Successful Monitoring Wide Area Sea States

Skywave radar has successfully observed sea conditions over an area extending hundreds of miles from shore-based antennas in experiments conducted by the Commerce Department's National Oceanic and Atmospheric Administration.

NOAA engineers believe the technique to be an ideal method for remotely sensing sea states and other oceanic conditions out to great distances from land. For example, according to NOAA, one skywave radar site in Kentucky could observe the ocean's surface behavior along the entire Atlantic coast and some 1200 nautical miles out to sea.

Below: Navy divers prepare to submerge the Submersible Training Platform (SUBTRAP), which will be used to simulate the deck of an underway submarine for the purpose of training divers.



The radar-scanning technique would also help in predicting destructive wave activity along the coast, permit routine computations of average wind conditions over the scanned areas and provide a means of locating and tracking ships and small craft in distress anywhere within the radar's range.

While more familiar types of radar send out signals along a line of sight then "listen" to the returned echoes within the signal's path, skywave radar beams high frequency radio signals toward the ionosphere. The signals are then reflected earthward at great distances from the radar. Echoes (backscatter) returning to the transmitting site over the same path can be used to infer the ocean wave heights, length and direction of travel.

Naval Aviators May Learn to Fly By Vibrating Instruments They Can Feel

Pilots who wonder how they can watch a multitude of dials and still look outside their cockpit may have relief in sight. The Office of Naval Research is investigating the feasibility of conveying some flight information by means of coded vibrations to the body rather than by sight alone.

Tiny transducers attached to the pilot's body are being considered for transmitting signals concerning an aircraft's behavior thereby reducing a pilot's dependence on the maze of instruments that are part of a military aircraft cockpit.

Watching a plane's instruments is a fatiguing task, complicated by the fact that the pilot must also maintain visual contact with the scene outside. In shifting his attention back and forth, the pilot is apt to overlook some vital information.

A substantial percentage of midair collisions, in fact, have been blamed on the pilot's failure to maintain sufficient surveillance of the external scene.

To test whether or not body stimulation can be substituted for sight, transducers have been attached to the hand, back, chest and other sensitive areas of the pilot's body. A "vocabulary" of vibrations, tiny electrical currents and other similar stimulation has been developed to inform the pilot concerning such flight parameters as roll, pitch or angle of approach. Actual tests using tactile stimuli will first be used in a cockpit mockup and eventually in real flight situations.

Tests Study Use of Inflatable Bags To Aid Downed Helicopters in Water

The use of inflatable air bags as a means of preventing helicopters from capsizing after being ditched at sea is being studied by the Office of Naval Research. Because a chopper's large rotor and engine make it inherently top-heavy and unstable, a tilt of a few degrees from vertical can cause the craft to flip over when ditched. Careful tests and analyses have shown that this frequently occurs in less than a second after the aircraft hits the water.

The concept of air bags to stabilize helicopters on the water's surface was investigated by the Navy as far back as 1958. Until recently, however, materials and technology were not sufficiently advanced to permit the development of an effective system.

Recent experiments have used a helicopter "stability" model which was repeatedly dropped at various angles into a tank full of water. Air bags stowed in tubular structures projecting from the sides of the model were inflated before it hit. Preliminary results showed that the air bags stabilized the model to roll angles of about 30 degrees from the vertical without overturning.

Information from the tests will be used to plan and conduct further studies using an actual helicopter and eventually to deploy and incorporate an air bag system in Navy helicopters. Such a development promises to benefit not only the Navy but also other agencies such as the Air Force, Coast Guard and local police departments that operate choppers over water.

the ROLE of BLACK SAILORS in the MAJOR WARS of AMERICA

The following article is one in a continuing series appearing in ALL HANDS *concerning Black American Navymen. This report was written, in an extended off-duty project, by Chief Storekeeper Leonard W. Hailey, USN, who is himself a Black American. Chief Hailey, currently serving in* USS Moale *(DD 692), has completed 17 years of active naval service, during which he has seen a variety of duty, ashore and afloat, including service in* USS Furse *(DD 882),* Everglades *(AD 24) and* Opportune *(ARS 41). As a member of the ship's crew or at shore activities, he was commended for salvage operations afloat and a job well done in deployment to Da Nang, Vietnam, and contributions to the Naval Support Activity, Brooklyn, N. Y. He has been authorized to wear the Fleet Marine Force Combat Operations Insignia, and the Navy "E" for services with Mobile Construction Battalion One, and wears the Expert Pistol Medal along with his other awards.*

Chief Hailey's report highlights the role of Black American sailors from the period of the Revolution to the Vietnam conflict. For earlier articles in this series, check the following reports appearing in ALL HANDS*: "Black American in the Navy," November 1969; "Navy Charter on Race Relations and Equal Opportunity," April 1971; "Black Heritage from the Days of Columbus to the Present," September 1971; "Squadron Commander," June 1972; and "The Story of Four Ships and the Men They Honor," February 1973.*

the ROLE of BLACK SAILORS

America was born of courage. It was discovered by fearless men who sailed uncharted seas in search of the unknown. This country gained independence because gallant men dared to place the search for freedom above life itself, and challenged a superior enemy to win it. The experience of settling America and the burden of defending it have been shared by men of many continents.

Blacks are among those who helped build the nation, defend it in war and move it forward in peace. Over the centuries they have fought in every major American conflict, even when subject to discriminatory treatment and second-class status.

At the outbreak of the Revolutionary War in 1775, the United States was not yet in existence and the united colonies had no navy. Thus, vessels previously used for traffic and trade had to be outfitted with equipment for war at sea. Many of these warships, some of which were captured or destroyed by the British, were manned by men of color.

In the Navy's first sea fights of the Revolutionary War, 1500 Black Americans served their country—manning boats, working sails, loading guns and piloting coastal vessels. The Navy needed men desperately and ship commanders were often forced to rely on Blacks to help man the ships because of shortages or desertions among the crew. Most of the 13 states promised freedom, money and land to Blacks in the service; therefore, many volunteered to serve their country. Although some had patriotic motives, freedom took precedence. If a sailor was a slave, he was emancipated after three years of military service.

Among the Blacks who distinguished themselves in this war was James Forten, a 14-year-old powder boy who participated in the victory over several English vessels. He was later captured by the British and made a prisoner of war. Forten was placed on board the English ship *Amphyon,* where he was offered liberty and a life of ease in England by the captain, with whose son he had become very friendly aboard ship. When tempted by such prospects he would always say, "I am a prisoner for the liberties of my country and I shall never prove traitor to her interests." Forten was finally sent to the prison ship, *Old Jersey,* where he was detained by the British for about 14 months. After the war he went on to become a wealthy sailmaker in Philadelphia.

Other Blacks who distinguished themselves in the Revolutionary War were Captain Mack Starlin and Caesar Terront. Captain Mack Starlin, the only Black naval captain in Virginia's history, made night raids on British vessels in Hampton Roads. Apparently Starlin was from a state that had not promised freedom to slaves after serving their country, because he was reclaimed by his master after the war and died in slavery.

Caesar Terront was piloting the Virginia vessel, *Patriot,* when it captured the British brig *Fanny.* He was cited for his gallantry in action and his freedom was later purchased by the Virginia legislature.

The Continental Navy was limited because of its small size. But the American privateers played an important and courageous role in the harassment of British shipping, capturing or slowing down the movement of supplies needed to fight a war across 3000 miles of ocean. No British shipping was secure while they sailed the seas.

The tiny official Navy that fought for America's independence quickly disappeared after the Revolution. Its last ship, *Alliance,* was sold in 1785 and little remained for more than a decade except fighting traditions.

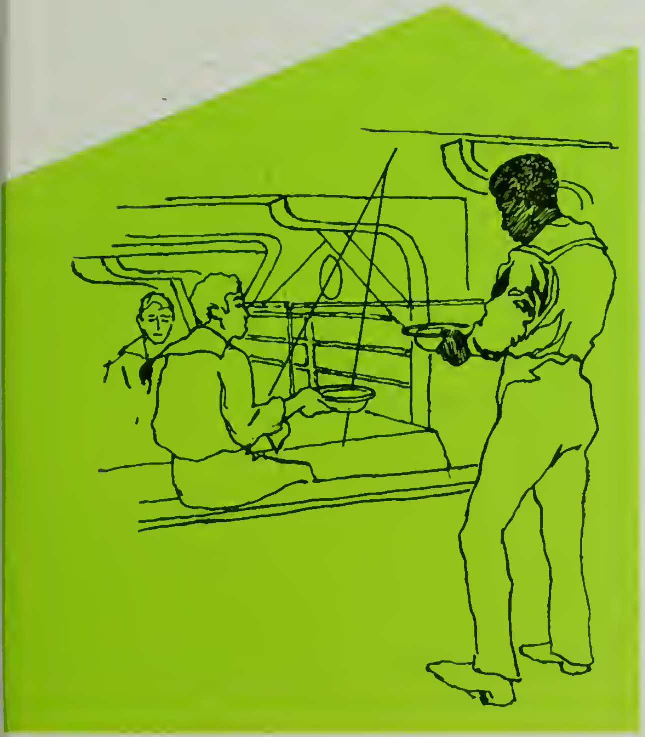
After the Revolutionary War, the absence of naval strength soon proved nearly disastrous. Barbary pirates of North Africa in the 1790s began capturing American merchant ships and imprisoning their crews. The imprisonment of American crews was also practiced in the quasi-war with France beginning in 1799, followed by "indenturing" American seamen by the British in the early 1800s. Again, as in the Revolutionary War, a fleet had to be created with a war in progress.

In 1794, public sentiment had moved Congress to authorize the building of six frigates to protect America's interests. The program was later cut in half. Two of the ships built, *Constitution* and *United States,* were 44-gun "super frigates," more powerful than any ships of the foreign navies. Along with the smaller *Constellation,* they were launched in 1797 and were ready for sea in 1798. Here was the beginning of the permanent Navy of the United States.

Benjamin Stoddert, the first Secretary of the Navy, banned the deployment of Black sailors aboard ships, thus disrupting a nonracial enlistment policy, which had been in effect for many years. Nevertheless, a few Blacks slipped past the ban, including William Brown, a gunpowder loader on *Constellation*, and George Diggs, quartermaster of the schooner *Experiment*.

In the early days of the 19th century, America struggled to influence the world political scene and establish itself as a nation of power. A nation dependent on imports from abroad, America began supplying France with goods declared contraband by the British, who were then fighting France. American ships were often fired upon, boarded and searched by British seamen to halt the flow of such goods to France.

In June 1807, *Chesapeake*, a United States navy vessel, was attacked by the British man-of-war *Leopard*, almost in the harbor at Norfolk, Va. American resentment reached its peak when three American sailors were killed, 18 wounded and four seized and held on charges of desertion from the British navy. One of them was executed; the other three, all Blacks —Daniel Martin, William Ware and John Strachan— were able to prove they were Americans and were released.



These were some of the events leading up to the second war with England.

The War of 1812, the fledgling Navy's next test in defending the newly formed United States, was waged primarily at sea. During this conflict with the British, one of every six U. S. sailors was black. Commander Perry, the most famous naval figure associated with this war, was initially dissatisfied with the men that were sent to him by his superior. Among them were "blacks, soldiers and boys," and at first he criticized them sharply. Commodore Chauncey was irritated at his subordinate's sharp criticism and declared:

"I have yet to learn that the color of the skin or the cut and trimmings of the coat affect a man's qualifications or usefulness. . . ." Chauncey praised his men and said, "I have nearly 50 Negroes aboard this ship and many of them are among my best men."

After Perry won the key Battle of Lake Erie, he gave unstinted praise to the Black members of his crew and declared that "they seemed absolutely insensible to danger," despite the circumstances under which they served. For example, crews had to endure the lack of fresh water aboard ship, which impaired the health of many sailors and caused widespread discomfort. The white and Black seamen messed together and shared the same sleeping quarters. There seemed to have been complete absence of prejudice against the Blacks as shipmates among the crew.

Other naval officers spoke of the gallantry of Black sailors. Nathaniel Shaler, the commander of the schooner *Tompkins*, said the name of John Johnson, a Black seaman aboard his ship, should be registered in the book of fame. As Johnson lay dying after he had been struck by a 24-pound shot, he exclaimed, "Fire away my boys; no haul the color (the American flag) down." Another Black, John Davis, who was struck in much the same way, begged Commander Shaler to be thrown overboard, saying he was only in the way of the others. "When America has such tars, she has little to fear from the tyrants of the ocean."

No event in the story of Blacks in the New World is more important than the American Civil War. Black slavery, both as a moral issue and as the focal point of the Southern economic system and cultural pattern, was an important causal factor leading to the war. Military necessity, as in previous wars, gave the Black the opportunity to do his share of fighting. It was not until the Civil War that the Black was made a permanent part of the military establishment.

In September 1861, the Navy Department authorized the enlistment of Blacks "when their services can be made useful under the same forms of regulations applying to other enlistments." Afterwards, Blacks served with the Navy in various capacities.

During the Civil War, one out of every four Union sailors was a Black. Some were slaves and some were freedmen. They served as gunners, loaders, coal heavers, stewards and firemen. On the docks, they unloaded supplies and other equipment. Black river and harbor pilots were among the best operating in the States.

No definitive record exists to determine the number of Black seamen that fought on the side of the Confederacy during the Civil War. To accept Blacks in the military service would be an acknowledgement of their equality with whites; therefore, Confederate public opinion was against arming them. However, the Confederate government recognized their value and hired Blacks in noncombatant roles. Of the 400 workers in the naval arsenal in Selma, Ala., in 1865, for example, 310 were Blacks.

On the night of 13 May 1862, when the ship's officers were ashore, Robert Smalls, a Black pilot, with an escape party of 15 slaves, got the Confederate gunboat *Planter* underway and delivered it to the Union Navy in accordance with a previously arranged plan. He and his crew enlisted in the Union Navy and were rewarded by Congress for their bravery. Smalls was invited to Washington to meet the President. For their brave acts, Smalls and his crew were awarded half the cash value of the ship and its cargo by President Abraham Lincoln. Smalls served throughout the war as the commanding officer of *Planter* until it was decommissioned in 1866. He was later elected to Congress and served five terms as a representative from South Carolina.

During the Civil War, Robert Blake and Joachim Pease, both Union sailors, won the Congressional Medal of Honor for valor in combat conditions. Pease, a Black gun loader aboard USS *Kearsarge*, was cited for "marked coolness, good conduct, and qualities even higher than courage and fortitude." It has been said that James H. Lee fed the powder and Pease loaded the cannon that delivered the mortal blow that sank *Alabama*, a Confederate warship, off the coast of France.

Blake was sailing on board the U. S. steam gunboat *Marblehead* off Legareville, on the Stono River, on Christmas Day in 1863, when the gunboat was involved in an engagement with the enemy on John's Island. Serving the rifle gun, Blake, an escaped slave, carried out his duties with great courage throughout the engagement which resulted in the enemy's abandonment of its positions, leaving a caisson and other equipment behind.

Black casualties in the Union Navy numbered about 800, about a quarter of the Navy's total of 3200 victims. Another 2000 Black seamen died of disease, which killed more men—on land and sea—than every kind of weapon.

The surrender of the Confederacy in 1865 brought to a close a period of enslavement which had lasted for almost 200 years. This meant victory for the powerful military forces of the North and an indestructible Union. To find the perfect balance between freedom and security was perhaps the greatest problem that arose in the post-Civil War years.

Toward the end of the 19th century, Cuba was involved in an effort to gain its independence from Spain. In January 1898, the American battleship *Maine*, with at least 30 of the Navy's 2000 Black sailors among its crew, was ordered to Havana to protect American life and property. On 15 Feb 1898, an explosion of undetermined origin sank *Maine* in the Havana harbor with a loss of more than 250 officers and enlisted men. Twenty-two Black Americans were among those killed, four were injured and four escaped injury. With the loss of life for 22 of their comrades, Black Americans were anxious to help bring independence and freedom to Cubans, many of whom they knew were Blacks and mulattoes.

The United States Navy struck its first blow of the Spanish-American War in the Philippines—not Cuba. Commodore Dewey led his squadron into Manila Bay and obliterated the Spanish fleet that was anchored there. No American lives were lost and only seven men sustained wounds. Sea battles soon started in the Atlantic and the Spanish suffered a crushing defeat, with their ships either sunk, burned or captured. The American fleet was virtually untouched.

Daniel Atkins, a Black American sailor aboard USS *Cushing,* risked his life to rescue a young officer who had been swept overboard when a lifeline broke. Unfortunately, the officer was dead. Atkins was praised for his gallant conduct and awarded the Medal of Honor.

After an explosion ripped USS *Iowa,* Robert Penn, another Black American sailor, moved hot coals from the steam boiler to a safe place to prevent another explosion. For this act, performed at the risk of serious injury, Penn also earned the Medal of Honor.

Spain sued for peace, signed the armistice and withdrew from the Western Hemisphere. The United States emerged as a world power.

Next came World War I. After four neutral unarmed American merchant ships were sunk, accompanied by a heavy loss of life, the United States declared war on Germany in 1917. The declaration won widespread support from a nation that was eager to "save the world for democracy." Thousands of Blacks volunteered although for Black Americans there was at that time precious little "democracy" in a segregated society. Of the 10,000 Black Navy volunteers, all but a few were assigned to the messman branch. It was obvious that segregation was becoming a part of the Navy's policy. In all fairness to the Navy, it should be stated that reaction and discrimination in the service were but a reflection of the national social pattern.

As the opportunities for Blacks were cut off, so were their chances during World War I to do exceptional and valorous service for their country. Thus, a long and honorable history of bravery and heroism came nearly to an end. Few records if any are to be found that show extraordinary service in the line of duty comparable to that shown by Black Navy personnel in previous wars. A man cannot show valor if he is not allowed to share the risk.

During those early wars the situation in this regard had been different in the United States Navy. For example, the names of Blacks were put on ships' lists without any mention of color. They shared eating and sleeping quarters with white sailors, and worked and fought side by side. Although they could not become commissioned officers, Black sailors could rise high enough as petty officers to captain a boat.

When the size of the Navy was curtailed in the

general disarmament movement following World War I, enlistment of Blacks was nearly discontinued. It was not until 1932 that active recruiting of Blacks began and in June 1940, there were only 4000 Black Americans in the Navy, a majority of whom served as messmen.

World War II blasted its way into the American scene on the infamous morning of 7 Dec 1941, when Japanese fighters flew over Pearl Harbor and rained a hail of bombs and bullets on the slumbering United States naval base there. During this attack, Doris Miller, a Black mess attendant aboard USS *West Virginia*, helped his wounded captain to cover, manned a machine gun with no previous experience, and destroyed at least two attacking airplanes.

For his courage and gallantry Miller was awarded the Navy Cross and advanced to mess attendant first class. Miller was honored as one of the first heroes in World War II. Although it finally cost him his life, Doris Miller's courage won more than the Navy's highest award for himself. His example helped trigger a drive for greater opportunity in the military services

for others of his race. Miller was killed in 1943 when the aircraft carrier USS *Liscombe Bay* was torpedoed and sunk by a Japanese submarine.

During the battle for the Solomon Islands in the western Pacific, Leonard Roy Harmon on board USS *San Francisco*, an aircraft carrier, rendered valuable assistance in evacuating the wounded and caring for them at the dressing station. He was killed by enemy gunfire while trying to protect a shipmate. USS *Harmon*, a destroyer escort, was named in his honor and launched in 1943. For his courage in combat, he was awarded the Navy Cross.

After the beginning of the war, Blacks protested the discrimination the Navy had shown toward them because they were still assigned, for the most part, to the messman branch. To meet the requirements of combat conditions, every man aboard ship was trained to be utilized at battle stations in emergencies. Thus, Blacks were trained at many jobs remote from their ratings and welcomed the opportunity afforded them to join their shipmates in actual combat.

In 1942, the Secretary of the Navy announced that the Navy would accept the enlistment of Blacks for general service and as noncommissioned officers. By 1944, approximately 165,000 Blacks served in the Navy.

Today, Blacks are active participants in all aspects of Navy life. The 36,000 Blacks now serving with their shipmates are divided among all pay grades (from seaman to admiral), all ratings and all jobs. Their way, however, was paved by a long tradition, dating back to the first days of the Revolutionary War. Blacks have fought in every major American conflict and come away with a substantial share of its citations and decorations. Courage, not color, has distinguished Blacks and whites who fought for survival against a common threat from man or nature.

SKC Leonard W. Hailey, USN

Transfer to Fleet Reserve

Sir: I am currently stationed at HQS AFSOUTH, Naples, Italy, and married with four dependents. My home of record is in the Republic of the Philippines. I put in my application for transfer to the Fleet Reserve and plan to effect this transfer in Naples. After my separation, I plan to travel to my "home of record" and then go back to CONUS with my family after a short vacation. Will travel straight to my "home of record" from Naples be construed as travel on a space-required basis for myself and my family? How will this affect my one-year privilege for choice of "home of selection?"—J. T. N. PNI

- *Travel to your home of record in the Republic of the Philippines and then to a home of selection within the continental United States is not authorized at government expense upon your transfer to the Fleet Reserve. A member on active duty, upon being transferred to the Fleet Reserve, may select his home and be entitled to transportation from his last duty station to that home of selection. Travel to a selected home must be completed within one year after termination of active duty. Your entitlement to travel at government expense will be limited to travel from Naples, Italy, to your selected home, via the most direct and least expensive route available.*

Specifically, you have no entitlement to travel to your home of record unless you so designate that home of record as your home of selection after your transfer to the Fleet Reserve. If so designated, no further travel will be authorized at government expense, and travel from the Republic of the Philippines to the continental United States would have to be at personal expense, or via Military Airlift Command (MAC), on a space-available basis.—Ed.

Tax Liability

Sir: Could you please explain tax liability of resident and nonresident aliens in regard to service in the U. S. Navy?—R.T.C., DK2, USN.

- *The tax liability of an alien depends on his status as either a resident alien or a nonresident alien. The resident alien is one who has either applied for U. S. citizenship, indicated his intent to remain in the United States for an indefinite period or who has moved his family to the U. S. and established a home for them. When he takes leave outside the U. S., his income remains taxable as income earned within the U. S. in the same manner as that of any other U. S. citizen who takes a vacation outside the States.*

The nonresident alien on the other hand is taxable only on income earned within the United States. If he is attached to an activity within the U. S. or serving on board a vessel normally operating within the U. S., all pay earned while so assigned is considered as pay from U. S. sources, whether it is for duties performed or leave taken, and is subject to taxation. If the nonresident alien member is assigned to a shore base located outside the United States, on which the enlisted members are entitled to sea duty pay, his pay is considered as being earned outside the United States, whether it is for duties performed or leave taken and is not subject to taxation.—Ed.

PNs for Sub Duty

Sir: Are personnelmen eligible now for submarine duty?—F. C., PN2, USN.

- *Personnelmen who have served a minimum of 24 months in their current billet and are otherwise eligible for submarine duty (IAW Ch. 10 of TransMan) may now request submarine duty. Owing to the shortage of high-caliber YNs, PNs are actively being recruited for submarine duty at this time. A forthcoming change to the TransMan will reflect this policy change.*—Ed.

AdCop Requirements

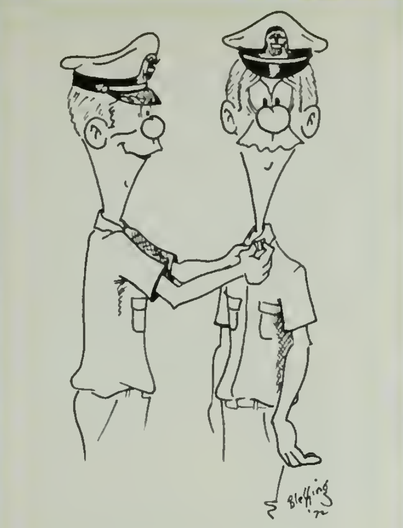
Sir: My question deals with the ADCOP program. Must a man have five years' service upon acceptance and admission to the college? And is that five years for pay purposes or five years of active duty? — R.L.H. ETR2.

- *BuPers Notices 1510 of 15 Jul 1970 and 23 May 1972 state applicants must have at least five years of continuous active naval service as of 1 September of the fiscal year in which attendance at the ADCOP college would commence. No waivers are granted.* —Ed.

ALL HANDS
FLAP! FLAP!
FLAP!
FLAP!
PASS THIS ISSUE ONTO 4 OTHER READERS

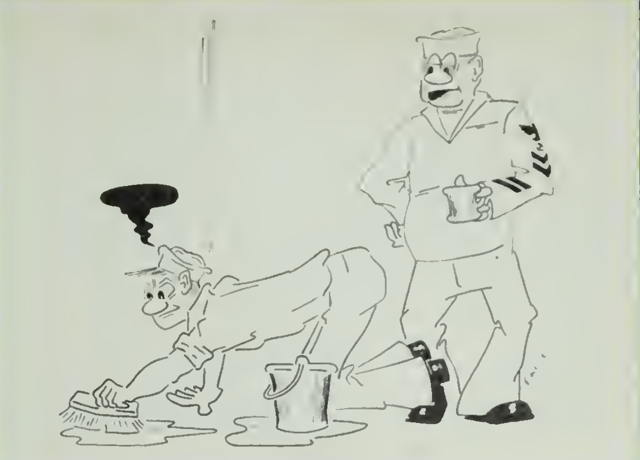
on the serious side

QM1 Thomas J. Blessing



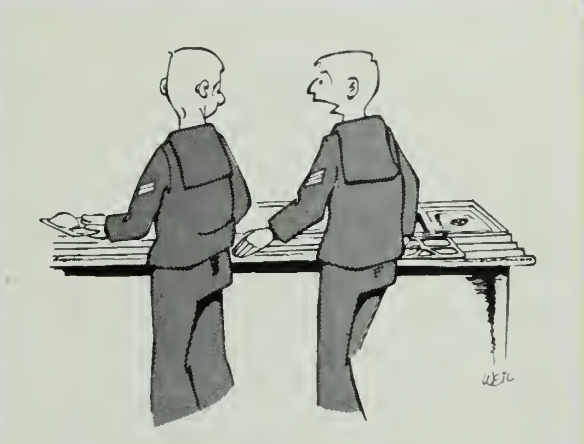
"Congratulations, Lieutenant. Oh! By the way, you're now my new 'RPO'!"

MT1 Edward Violette



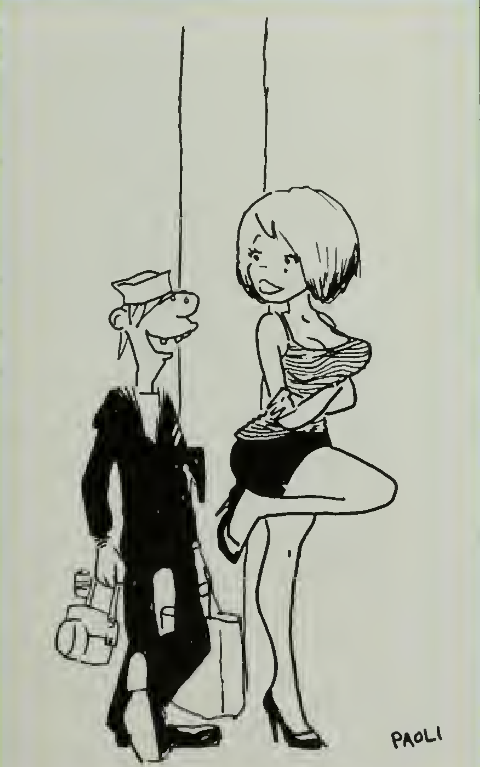
"A penny for your thoughts?"

LTJG Frederick W. Well



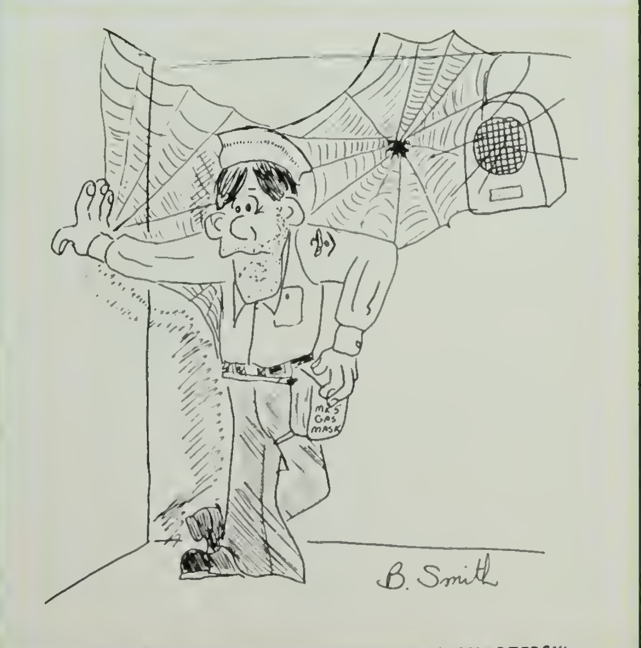
"Just remember, if they put it on your tray, it's jello, and if it's in a glass, it's bug-juice!"

IC1 Jeremiah H. Paoli



"Shucks, ma'am, Ah'll bet you say that to all th' boys."

MMFN Brian D. Smith



"Now hear this—SECURE FROM GENERAL QUARTERS!"

All Hands
PHOTO CONTEST

Ever since George Eastman invented the box brownie, American Navymen and their cameras have been inseparable. Fact is, there are few parts of the world—let alone few of its famous structures or natural wonders—which have not been recorded on film by men and women of the Navy, their families and their dependents.

Now ALL HANDS Magazine offers all Navy men and women—those on active duty or retired—and their dependents, a chance to cash in on their photographic expertise. The awards for the three top winners: First Prize will receive a three-year subscription to ALL HANDS; Second Prize will receive a two-year subscription; and Third Prize will receive a one-year subscription.

Three categories have been set up, although the top three prizes will cover any or all categories:

- A Navy theme: Navy men and women on the job, Navy scenes, or ships and units in action.
- Navy life: recreation—liberty—travel.
- The Navy family.

Entries can either be a single photo or slide, a series, or they can take the form of a pictorial story. All entries must be current work—that is, photos which have been executed during the 1973 calendar year.

Each contestant may submit as many entries as desired.

Submitted photo work can be either black and white photo prints, color slides or transparencies, or Type C color prints. Black and white photos should be at least 8" x 10" in size, and printed on glossy paper. All entries must be accompanied by an identifying sheet (attached to the edge of each photo or slide by tape) listing the contestant's name, rank/rate, social security number, present duty station and complete mailing address—plus an identifying caption of the photo or picture story. In cases of dependent children submitting work for consideration, their name, age, and the name and location of the school attended should also be listed.

All photographs should be mailed flat and protected by heavy cardboard or other stiffener; the same applies to slides and transparencies. Do not write on the backs of photographs—put all pertinent information, along with any titles, on the attached identification sheet.

Winners will be announced as soon as practicable after the contest closes, and winning photographs will appear in ALL HANDS. Other photos—though they may not win a prize—will receive honorable mention and also will appear in ALL HANDS from time to time.

Deadline: Entries must be mailed prior to 31 Dec 1973.

All entries become the property of ALL HANDS and will not be returned to the contestants. Send your entries to:

ALL HANDS Photo Contest
ALL HANDS Magazine
Bureau of Naval Personnel (Pers 164)
Navy Department
Washington, DC 20370

The All Hands Staff

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AT RIGHT: "NAVY DIVER"—Photo by PHC Chip Maury is a personality portrait and one of the 1972 Military Pictures of the Year. See story on page 48.

ATTENTION!

shutterbugs...

* * *

All Hands

PHOTO CONTEST

* * * *

categories!

1. A NAVY THEME
2. NAVY LIFE
3. THE NAVY FAMILY

« SEE PAGE 64 FOR DETAILS »

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ALL HANDS

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Michoel Tuffli, **Art**
E. L. Fast, **Layout**
Gerold Wolff, **Reserve**

• **FRONT COVER: CUTTING THROUGH THE WATERS** of Narragansett Bay, R. I., the guided missile frigate USS Farragut (DLG 6) heads for duty on the open seas. Illustration by staff artist Michael D. Tuffli. Back cover photo taken on the flight deck of the USS Forrestal (CVA 59) by PH3 W. R. Curtsinger.

• **AT LEFT: WATCHING THE WATCH**—IM3 John Cochrain went through a Navy Class "C" school to learn to be a watch repairman; his duties include the ship's clocks and navigational chronometers which he keeps in perfect working order aboard USS Puget Sound (AD 38). Photo by PH2 Radger C. Anderson.

DESTROYERS IN THE 70'S

The late John Steinbeck once said, "A destroyer is all boat," and he was right. But times change and so do ships for the destroyers Steinbeck spoke of are passing into history. He and other tincan admirers, however, probably would be as happy with the destroyer force taking shape today.

Before the year 1968, about 75 per cent of all U. S. destroyers afloat were at least 20 years old; even a large portion of today's active force is made up of FRAM I (rehabilitated and generally modernized) ships.

In 1971, however, a new look in destroyers became evident when the Navy launched a shipbuilding program which, by now, has about reached its midpoint.

Although FRAM I ships are still much in evidence, newly built destroyer escorts and guided missile frigates are gaining on these old warhorses. And then there is the *Spruance* class of destroyer. This departure from the old pattern will undoubtedly increase the Fleet's modernity and increase its balance.

Along with the general upgrading of the destroyer force are systems designed to improve the ship's ability to perform her mission. Probably the most conspicuous alteration in the cruiser-destroyer force has been the ever increasing use of helicopters, especially in antisubmarine warfare.

Let's start out with LAMPS—other innovations will be discussed, in brief, later on.

LAMPS (Light Airborne Multi-Purpose System) is a case in point. LAMPS is basically a helicopter which operates from a destroyer deck and it's equipped to extend the ship's striking power.

If the threat were, for example, a submarine—the LAMPS would be launched to help detect and classify the underwater enemy. This would be done by using active and passive sonobuoys, radar and equipment which can detect changes in the earth's magnetic field created by a sub's metal hull. With these sensors, the LAMPS copter should be able to localize and classify the submarine.

If, for example, an antiship missile is expected, LAMPS would take to the air and position itself along the axis of probable attack where it would act as a sensor. From its position, LAMPS could then see the launching platform and warn the destroyer against an approaching missile. The warning would give the ship a chance to use her electronic defenses and decoys. It would also improve the effectiveness of the destroyer's anti-air missile system or its rapid-fire five-inch gun battery. The chopper might also scatter "chaff" to confuse the missile and cause it to pursue an erratic course.

The LAMPS copter is a *Seasprite* with an SH-2D configuration. It is 52 and one-half feet long, 12 and one-half feet wide and 15 and one-half feet in height to tail rotor tip. When prepared for storage in a destroyer's "hangar," the system is a compact package 38 feet, four inches by twelve feet, five inches by thirteen feet, five inches. It weighs about six tons—about twice as much as DASH. It can remain in the air for about three hours and fly at speeds of more than 100 knots.

LAMPS carries a crew of three consisting of a pilot seated on the cockpit's right side and a copilot with dual flight controls on the left. The copilot is also navigator, in charge of electronic support. Behind the pilot and the copilot is the sensor operator who monitors and interprets incoming signals and who, of course, is the third crewmember.

A radar antenna capable of detecting small craft at ranges of 10 to 15 miles is housed in a radome under the aircraft's nose. Periscope detection distance is somewhat less, but still impressive.

The Magnetic Anomaly Detector (which senses submarines through variations in the earth's magnetic field) is starboard on the plane. Mounts on each side of the helo's fuselage can carry auxiliary fuel tanks or an ASW torpedo. There is also a rescue sling, hook and hoist to transfer people or supplies.

On the aft part of the cabin's port side, there is a rack which contains 15 sonobuoys which are shot straight out from the copter. A four-blade rotochute

SD

unfolds as the sonobuoy descends toward the water. The buoy must hit the water with an impact great enough to release hydrophones. In addition to these, there are storage spaces for smoke markers, antennas, and sensors which include electronic support measures (ESM), Tactical Air Navigation (TACAN), a UHF direction finder, doppler navigation receiver (which enables a helicopter to remain absolutely motionless in the air), radio-telephone equipment, a sonobuoy receiver and an identification feature.

USS *Belknap* (DLG 26) was the first destroyer type equipped with this Light Airborne Multipurpose System. That was back in December 1971. Since that time, a number of other ships have been equipped with LAMPS. Eventually, all DLG 26, DLGN 35, DE 1040, DE 1052, DEG 1, DD 963, PF and DLGN 38 class ships will embark the LAMPS as the helicopters and crews become available.

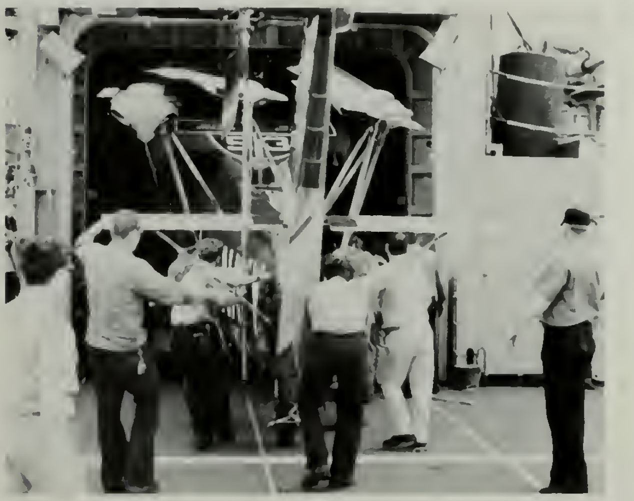
With the increasing importance of helicopters to destroyer operations, it was only natural that in-flight refueling for the choppers would evolve. Such a capability within the Fleet greatly increases both the chopper's range and the destroyer's operational efficiency.

The technique of refueling a helicopter while still in flight, of course, has an acronym—HIFR (Helicopter In-Flight Refueling). Before a ship can qualify for the job of playing host to a dining helicopter, it must meet certain requirements. For example, the ship must have a large enough area to handle choppers and possess a crew sufficiently trained and equipped to provide fire and crash parties. The ship must also be capable of quickly transferring fuel from storage tanks and pumping it 80 feet into the air at a rate of 50 gallons per minute at a pressure of 50 pounds per square inch. The ship also, of course, must have sufficient facilities to test the quality of the fuel being transferred.

The shipboard helicopter control officer maintains radio communications with the helo and directs the entire operation from his control booth while an enlisted landing signalman is responsible for bringing the chopper into position with hand signals. It takes three men to handle the fuel hose at the nozzle end and the pumping gang is composed of a leading petty officer, two hose handlers and a valve man.

With flammable fuel flowing between a moving destroyer and a hovering chopper, an important background for the operation is provided by the fire and crash crews which are supervised by the ship's DCA. Refueling a hovering helicopter is, of course, a complicated situation but each man involved knows his job and does it from the moment the chopper approaches until it lifts off.

Nobody wastes time when the word is passed to set



Facing page: USS Belknap (DLG 26) was the first destroyer to make use of the Light Airborne Multipurpose System (LAMPS). Here the LAMPS helicopter, a Seasprite SH-2D, lands on the after flight deck. Above: New escort ships like USS Harold E. Holt (DE 1074), also employ the LAMP system. Left: LAMPS helicopter is stored within a small hangar on the deck of the destroyer, in this case aboard USS Wainwright (DLG 28).

the HIFR detail. The fire and crash crews scramble to get their gear assembled near the flight deck. Salt-water hoses are run out and charged, while foam gear is made ready. The HIFR crew stretches the empty fuel hose out for the helicopter to pick up. The ship comes about to put the wind 15 to 20 degrees off the port bow at 15 to 20 knots. As the helicopter approaches from the stern, it is guided into hovering position over the hose nozzle. A sample of the fuel is sent up (despite the fact that the fuel was tested in the ship's lab only 24 hours earlier for water and sediment).

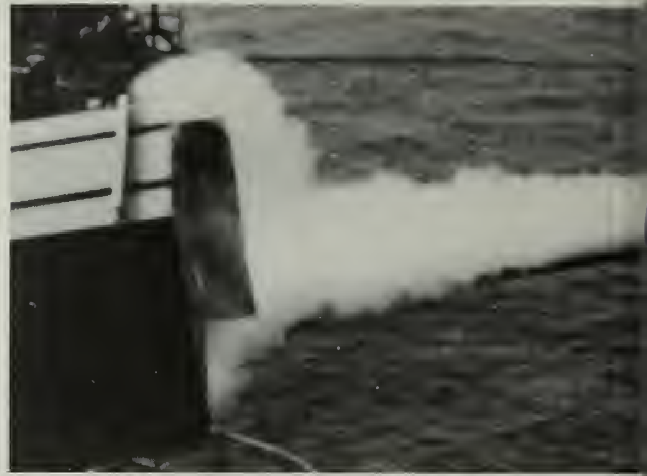
A pilot is understandably particular about what goes into the tanks and usually wants visually to check the fuel. If he's satisfied the fuel is clean, the hose's nozzle is hoisted aboard and slipped into the helo's fueling port. The chopper then moves to port over the water so it will be well clear of the ship and pumping begins after a signal from the chopper's crew.

While fuel is in the hose, the HIFR crew is kept busy maintaining proper tension on its heavy 150-foot length. Too much strain could cause it to part and possibly cause it to whip into the chopper's rotor. If conditions are ideal, the copter is level with the flight deck, but this isn't an easy position to maintain especially when the destroyer is low in the water. Practically speaking, the copter's position usually depends more on the length of the fueling hose and the nervelessness of the pilot than most other considerations.

The pilot is not the only man involved in HIFR who must have knowledge and nerve. Nerveless guts are a quality which must be shared by others both on deck and aboard the chopper, to avoid the possibility of crash and resulting fire or explosion. With a fuel hose attached, the helicopter is no longer a free agent. When the hose is full of highly explosive fuel, the dangers multiply. Despite compensating safety measures (one of which is a quick release hookup which makes it easy for the helicopter to rid itself quickly of most of the fueling hose) the operation requires both skill and bravery.

Despite the dangers inherent in HIFR, the procedure gives an ASW ship a tremendous advantage in that it allows both the copter and the ship to be independent of a carrier. Also, because the chopper doesn't have to land for each refueling, about 45 minutes are saved in a single operation. Most important, however, is the fact that the helicopter can be kept on station for a longer period of time thereby giving the destroyer more protection. When there are two helicopters involved in ASW operations, one can be kept on station constantly. To a cruiser-destroyer force that suspects enemy submarines are lurking nearby, it's a comforting thought.

But while the Destroyer-LAMPS program is a dramatic example of changing innovations, it is not the only change taking place on destroyers.



ADDITIONAL INNOVATIONS

Here is a brief rundown on innovations in the destroyer Navy which have been factors leading toward higher quality and continuing improvement. Some are relatively recent while others have proved themselves over the years.

- The SQS-26 sonar. This and other high-powered sonars have become standard in the area of antisubmarine warfare. Independent variable depth sonar (IVDS) will also be installed in many ships. The IVDS can reach depths hidden from surface sonars.
- Antisubmarine Rocket (*Asroc*). Introduced to the operational Fleet in 1960, *Asroc* will continue to be a major ASW weapon in the new destroyers. *Asroc* is a torpedo delivered by a rocket engine. Upon arriving at the target area, the torpedo separates from the rocket, enters the water and destroys the sub. *Asroc*

backs up tube-launched torpedoes which will continue to be installed.

- Basic Point Defense Missile System (BPDMS). This is one of the newer systems of its kind. It fires a *Sparrow* missile and will provide quick response to air threats.
- Interim Surface-to-Surface Missile (ISSM). Recently introduced to the cruiser-destroyer force, the ISSM capability has been placed on a number of the new destroyer escorts of the DE 1052 class. The system employs a standard missile fired from the *Asroc* launcher. It is only a temporary measure but it greatly enhances strike-back capability.
- Harpoon. This is a more advanced surface-to-surface missile which will follow ISSM.
- The MK 45 MOD O gunmount. This is the first completely new major shipboard gunmount produced in 18 years. It is fully automatic and can be operated in all weather. It is scheduled to enter the force during the mid 70s.
- Light Airborne Multi-Purpose system (LAMPS). A manned helicopter capable of operating from the smaller escort ships. It substantially increases the ship's weapons and sensor range.
- New fuel. The Navy distillate which is increasingly being used is cleaner burning and consequently produces less air pollution. It is to be used by all steam propelled non-nuclear ships. New ships since 1970 have been equipped to burn Navy distillate and many other ships have been converted. Another advantage: Firesides can be inspected and cleaned in much less time than was formerly required.
- Pressure-fired boiler. This is about a third the size of a conventional boiler. It is fully automatic and has an extremely quick response.
- Naval tactical data system (NTDS). This system gathers all information available from all sensors in the area and illustrates it in a compact visual display to aid commanders in decision making.

Top left: A Sea Sparrow blast test vehicle emerges from the Basic Point Defense Surface Missile System (BPDMS) shipboard launcher. Above: The AN/SQS-35(V) variable depth sonar is seen aboard the USS Francis Hammond (DE 1067). This sonar installation is part of the Navy's program of providing additional combat capability for its surface ships.

VADM Thomas R. Weschler, USN

RADM Ralph S. Wentworth, Jr., USN

A FLAG OFFICER'S PERSPECTIVE

On the foregoing pages, ALL HANDS has covered some of the interesting innovations that have been happening in the Destroyer Navy. What follows are a flag officer's views of what's current and what's in store in the 70s. Vice Admiral Thomas R. Weschler has just completed a tour as Commander Cruiser-Destroyer Force, U. S. Atlantic Fleet, the nation's largest type command, composed of some 120 ships and 40,000 men. VADM Weschler's new assignment will be as Director of Logistics, Joint Chiefs of Staff, Washington, D. C.

He will be relieved as ComCruDesLant by Rear Admiral Ralph S. Wentworth, Jr., who also has a lengthy association with the Destroyer Navy, in DD, DE and DLG types, Destroyer Flotilla Eleven, and as Commander Cruiser-Destroyer Group Two.

Here are excerpts from a recent interview with VADM Weschler:

During the present decade, the United States can expect much of ships whose hull numbers begin with the letter "D". With the Army decreasing, and Air Force overseas basing being reduced, the Navy will be relied upon more and more to project the national presence. To do this, destroyers are needed as a relatively inexpensive method of supporting other naval forces.

Destroyers also play a vital role in dealing with the threat of submarines, surface ships and aircraft. This covers the spectrum from guns to torpedoes, to missiles. Although no single system can expect to solve the problem on its own, the destroyers can contribute to almost every means of countering these threats. Together with sonar for detecting submarines, modern destroyers are being equipped with surface-to-surface and surface-to-air missiles to combat both surface and air threats.

The new LAMPS (for Light Airborne Multi-Purpose System) helicopters are also expanding the destroyer's standoff capability in ASW, surface and air warfare, LAMPS helps make the destroyer of this decade a weapons system that can detect and defend earlier, or pursue and attack quicker, than any of its predecessors. Unless there is an unforeseen advance in submarines, the destroyer is now—and is for the foreseeable future—a key part of our ASW team.

As of today, the DD 692/710 class ship is still the largest group of destroyers in the Force. These ships are now more than 25 years old and, obviously, have been meeting our national commitments. With the scaling down of the armed forces, however, the number of these ships is decreasing. As one ship goes, it is not always replaced by another, which makes meeting our commitments increasingly difficult.

This, of course, stands to reason. The declining ratio of ships to commitments was foreseen in the 50s together with a lack of modern sensors so the process of FRAM (Fleet Rehabilitation and Modernization) was begun as a corrective measure. Most of the DD692/710 class were FRAMed, but this updating has, by now, served its purpose. Although the shipbuilding program of the late 50s brought new ships to the Fleet together with new weapons, sensors and increased capability, nothing was planned with which to replace the old general purpose destroyer. By Oc-

tober 1974, however, the first of the new *Spruance* class destroyers (DD 963) is scheduled for delivery.

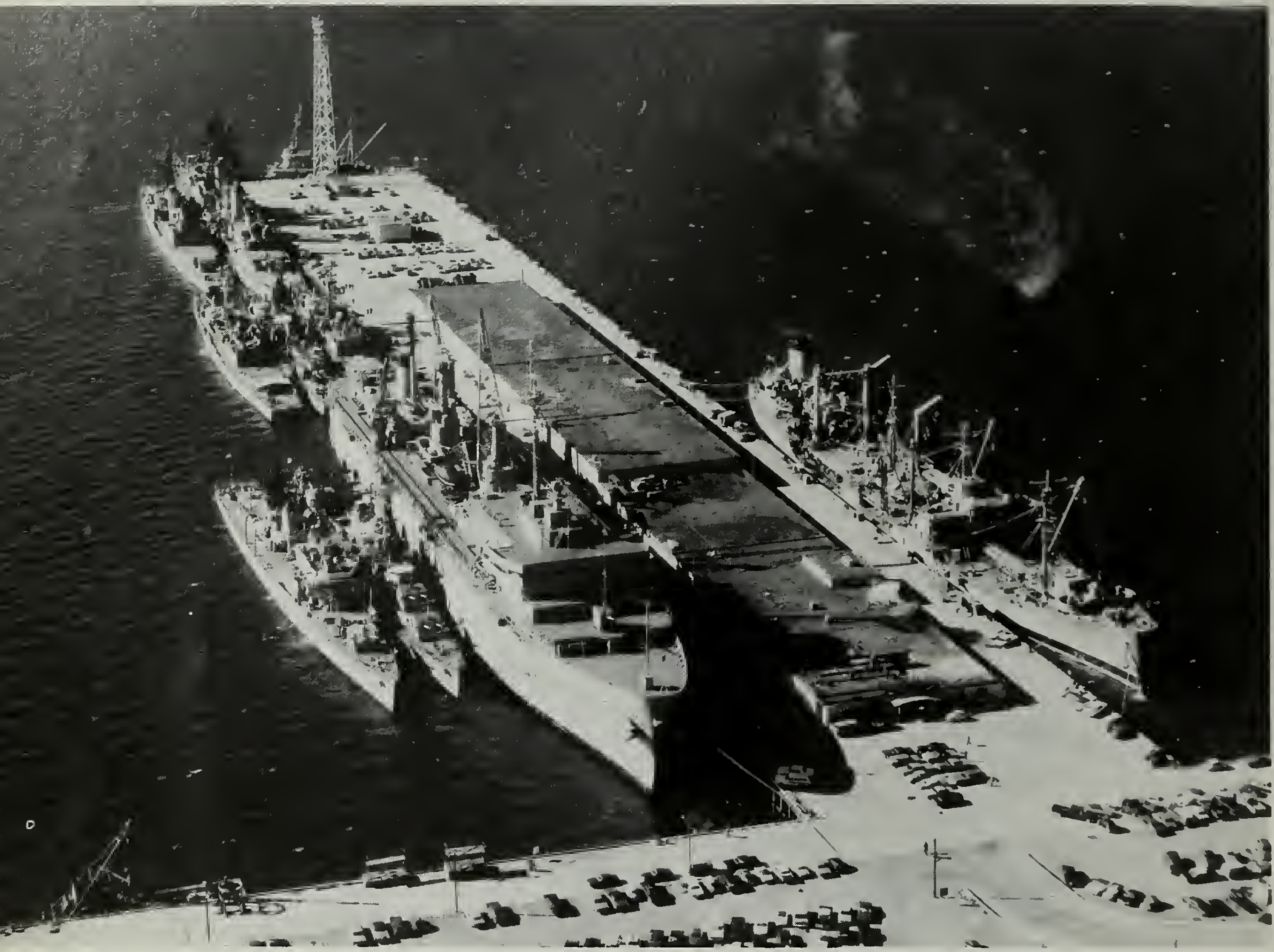
A total of 30 *Spruance* class destroyers is scheduled to be built by FY 1978. These ships will displace 7000 tons fully loaded yet will berth 50 fewer men than today's destroyers. The arrival of the *Spruance* class will result in the phasing out of the remaining FRAM destroyers in the Fleet and, by 1978, is expected to give the Navy a modern destroyer force capable of contributing to essential control of the seas.

A new patrol frigate is also scheduled to join the active Fleet about 1977. It is visualized as a relatively inexpensive antisubmarine and anti-air escort ship of under 4000 tons.

In the ocean escort construction program (DE 1052 class), of the 45 ships in the class there are 22 hulls slated for the Atlantic Fleet. At present, the Atlantic Fleet has 14 of the 1052 class in commission. Eleven of these 14 are fully operational. By January 1975, all of the 1052s should be in commission and operational.

The DE 1052 class of ships has the SQS-26 which is considered to be the world's best active sonar. In addition to surface search radar and electronic countermeasures equipment, the new DE 1052s are now having new gear added—LAMPS, for example—to give increased sensor range and weapons delivery capability. Also being added on some ships of this class are the Basic Point-to-Point Defense Missile System and the Interim Surface-to-Surface Missile System.

There is also considerable possibility in the future development of the DE 1052 class. Other, more specialized systems such as an electronic missile system, a passive sonar system, close-in weapons system and some form of CHAFF-ROC launcher are possible additions already being considered for the DEs.



TENDING THE FLEET

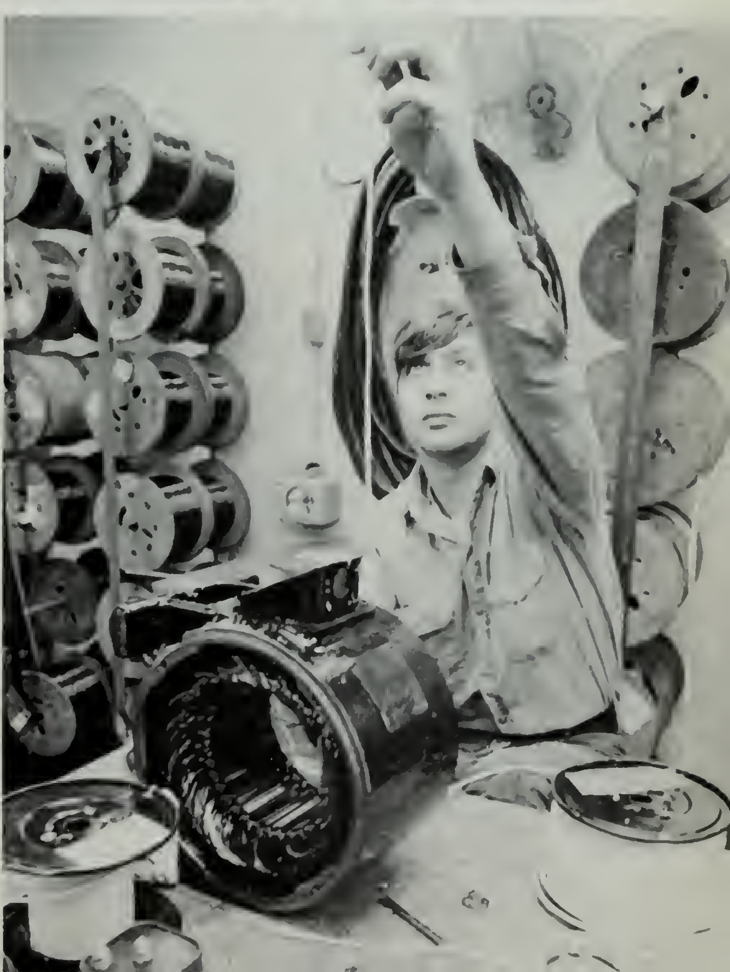
USS *Puget Sound* (AD 38), the latest ship of her class to join the growing force of tomorrow's Navy, represents a new type of tender with capabilities far surpassing those of earlier vessels designed to support the destroyer Navy. *Puget Sound* is designed to repair and furnish logistical support to destroyers and ocean escorts as well as the latest nuclear powered guided missile frigates now entering the Fleet.

The tender is admirably equipped to meet the needs of a modern destroyer force. Displacing more than 20,000 tons with an overall length of 643 feet, *Puget Sound* is nearly 5000 tons heavier and 160 feet longer than the previous class of tender now serving the force.

The ship's high pressure boilers generate enough steam to heat a city of 10,000 people. Her four generators provide sufficient electrical power to light a city with a population of 50,000 while her evaporators produce 200,000 gallons of fresh water daily—enough to supply the average needs of 8000 people.

The vessel's repair facility is equipped to support

Left: In Newport, R. I., the destroyer tender USS Puget Sound (AD 38) is moored alongside a pier with adjacent destroyers. Above: Among the versatile equipment aboard the tender is an embossing machine used to compose signs. Below: Perhaps the ship's most important spaces are its machine and maintenance shops. Here FA James Monett works with an electric motor.



nuclear powered as well as conventional ships.

Communication, radar and navigational equipment is also repaired with ease in the ship's many specialized repair shops. Major repairs to heavy equipment are made possible by the use of two 30-ton cranes supplemented by two three-and-one-half-ton "traveling" cranes.

Supporting the ship's repair force is a supply department with an almost endless inventory of spare parts and materials and these are valued at more than $1.5 million. Parts are stored in more than 60 storerooms with a total capacity of more than 63 thousand cubic feet, or enough space in which to store 70 automobiles.

With a crew of 135 officers and 1671 enlisted men, *Puget Sound* is one of the largest and most modern repair ships ever built for the Navy.

—Story and Photos by PH2 Rodger C. Anderson

Meet TOM HART:

NEWEST MEMBER OF THE ATLANTIC FLEET

Thomas D. Hart (DE 1092) arrived at the Boston Naval Shipyard early in June after a fast three-day delivery trip from New Orleans where she was launched in August 1972. She was accepted for the Navy by her prospective commanding officer on behalf of the First Naval District's commandant and scheduled for commissioning ceremonies near USS *Constitution* in July.

Designed to accommodate weapons systems of the future, USS *Thomas D. Hart* already is equipped with anti-submarine warfare features which include the SQS-26 bow-mounted sonar, the SQS-35 Independent Variable Depth Sonar (IVDS), antisubmarine rockets (ASROC), four Mark 32 torpedo tubes and, for anti-air and shore bombardment purposes, rapid-fire five-inch, 54-caliber, single gun mounts. All the ship's operational spaces are air-conditioned.

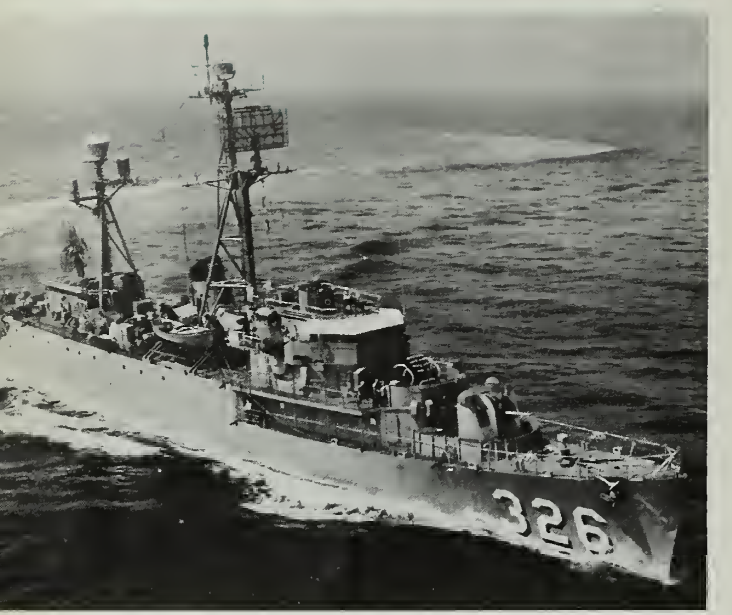
As with other ships of her class, *Hart* completed a

Left: Thomas D. Hart (DE 1092) arrives at the Boston Naval Shipyard in June 1973. Below: USS Hart is one of the latest in the long line of "Knox" class of escort ships shown here, whose construction was initiated with building of USS Knox in 1969.

10-week fitting out and, in August of this year, began two months at sea undergoing shakedown training, weapons acceptance trials and electronics performance tests.

Early next year, *Hart* will enter a shipyard for post-shakedown and will be modified to accommodate an antisubmarine warfare LAMPS helicopter and its support crew. The work will require five months, after which the ship will be even better prepared to assume an ASW role.

Thomas D. Hart is 438 feet long and has a 47-foot beam. Her maximum draft is 25 feet and she displaces 4100 tons fully loaded. She is powered by a single five-blade propeller driven by steam turbines which can develop 35,000 shaft horsepower. She is capable of speeds in excess of 27 knots. *Hart's* crew consists of 16 officers and 228 enlisted men. Norfolk will be her home port.



A veteran recruits:

GARY GO NAVY!

A destroyer is a versatile ship. But versatility is also subjected to the test of time, so when a ship has been operating for some three decades she can establish something of a record for diverse missions.

The crewmembers of USS *Thomas J. Gary* (DER 326) don't lay claim to any records, but they feel confident about initiating new ways that her services can be put to better use.

Hitting the water in 1943, *Gary* is one of the Navy's oldest destroyer escorts (officially, the title is escort ship) and through the years has proved herself capable of holding her own.

Gary's latest assignment was to take on a comprehensive recruiting job. In a period of one week, the DER held open house six times, made four "Go-Navy" cruises, and gave more than 3000 people a new and appreciative view of today's Navy.

Facing page far left: USS Thomas Gary (DER 326) at sea. Facing page left: Signal flags spell "GO NAVY" as the ship gets underway for her recruiting operation. Right: LCDR Charles E. Ryan, commanding officer of Gary, accepts a flag from the bunnies of the Miami Playboy Club. Below: Also in Miami, RM2 Richard Samples receives Gary's Sailor-of-the-Month award from local TV personality Walter Cronise. Bottom: Prospective recruits board the escort vessel for a tour of her spaces.

The week's activities were spent between two ports —Fort Lauderdale and Miami, Fla. *Gary* began her cruise on a Monday evening from Key West and reached Fort Lauderdale the next morning. There, the ship held open house until Wednesday, when about 80 potential recruits from the area's high schools were taken to sea for a cruise.

Students observed routine shipboard life—daily chores, watchstanding—seeing firsthand what the recruiters had talked about previously. Dinner on the mess decks was followed by tours throughout the ship; each person gained an insight into the many different jobs available to Navymen. Before the ship had returned to port, Lieutenant Commander Charles E. Ryan, the commanding officer, had convinced a number of students to "Go Navy" and enlisted three recruits.

The next day, Thursday, *Gary* sailed to Miami, where open house visiting and ship's cruises went on through Sunday afternoon. It was on Saturday that the largest number visited the ship. More than 100 civilians were taken to the "blue waters"—a large group for a ship with a crew of less than 200.

On Saturday also, Rear Admiral Emmett H. Tidd, Commander Navy Recruiting Command, paid a visit to the escort. His remarks of appreciation to *Gary's* crew for their spirit and cooperation were more than token gestures. The admiral's presence underscored the significance placed on this type of recruiting effort.

The crew, too, had some unexpected bonuses, when five "bunnies" from a local club came aboard for the Saturday cruise. The girls showed considerable interest in all phases of the ship's operation and the crewmen reciprocated the interest. *Gary's* Sailor of the Month, Radarman 2nd Class Richard Samples, was later treated to a VIP evening at the Miami club.

The ship has a busy history and has done a lot of sailing since she was first commissioned in August of 1943. In World War II, *Gary* escorted convoys from the West Indies to North Africa and when emphasis shifted to the Pacific, she operated as an escort between Pearl Harbor and the Republic of the Philippines.

Her conversion to a radar picket ship came in 1956. She then operated as a unit of the North American Radar Air Defense Command and later, served as the flagship for the *Thresher* search group. *Gary* participated in Operation Deep Freeze from 1965 to 1967. The ship is currently the flagship for Commander Destroyer Squadron 18.

On her recent week-long Go-Navy cruise, *Gary* proved that it doesn't necessarily take a modern "show ship" to sell the Navy. A true picture of shipboard life depends as much on the crew as the ship herself. Credit for a good show goes to the splendid efforts of *Gary's* men who were always courteous, helpful and ready to answer any questions that visitors had.

The crew proved that the best way to good relations is thoughtfulness and a ready display of teamwork and professionalism.

DD'S: A THUMBNAIL HISTORY

This year, come October, destroyers will be celebrating their 71st birthday. They began coming down the ways shortly after America was welcoming the 20th century into existence.

There were five in the beginning—*Bainbridge, Barry, Chauncey, Dale,* and *Decatur.* Their hull numbers ranged from DD-1 to DD-5, respectively. That was back in 1902 and they were called "torpedo boat destroyers." Armed with two torpedo tubes, two 3-inch guns and five 6-pounders, they had a displacement of about 400 tons and traveled at 28 knots.

These were America's first destroyers. Named for naval heroes (except for the new nuclear frigates), the destroyers have proven themselves both resolute and versatile. Their development was the direct result of the successes scored by their predecessors, the torpedo boats.

USS Bainbridge (DD 1)

Sixty-eight destroyers were constructed from 1908 to the beginning of World War I in 1917. They fully proved their worth when German U-boats posed a serious threat to allied shipping, being very capable in antisubmarine warfare with the development of the first underwater listening device and depth charges.

Defensive antisubmarine patrol and convoy escort

HELICOPTER SQUADRON ONE: 25 YEARS OF SERVICE

Helicopter Squadron One (HC 1), the Navy's oldest, marked its 25th anniversary recently. At the time of the squadron's commissioning at NAS Lakehurst, N. J., the helicopter was in its infancy, and its men were to be pioneers in establishing procedures for the operation of Navy helicopters.

The squadron's first assignments were on arctic survey ships, icebreakers and other types of oceanographic ships. However, the Korean conflict canceled the research, and the squadron's job became more diversified. It was at this time that HC-1 began to realize its potential to maneuver in almost any situation by innovating rescue techniques, both over water and land, of downed pilots. During the Korean conflict, the squadron completed almost 650 rescues, many of which were behind enemy lines or under intense hostile fire. In recognition of its strategic importance during this period, the squadron was awarded the Presidential Unit Citation.

In the years following the Korean conflict, HC-1 provided support services in the Pacific—continuing to perfect its rescue techniques until it became known as the Pacific Fleet "Angels." But rescue was not its only mission and the men in the squadron pushed to expand the role of the helicopters.

By 1965 the squadron was tasked with all helicopter services in the Pacific Fleet except antisubmarine warfare. Their mission included aircraft carrier plane guard, vertical replenishment, logistics and close ground support, besides search and rescue.

Two years later, four new helicopter squadrons were commissioned—all formed from the assets of HC-1. These newly born squadrons were, in effect, specializations of fields in which HC-1 had operated. Helicopter Squadron Three (HC 3) was for vertical replenishment; Helicopter Combat Support Squadron Seven (HC 7) excelled in combat search-rescue and fleet logistics; and Helicopter Attack (Light Squadron became a primary mission of destroyers. Two hundred and seventy destroyers with the old flush deck, four-stackers, were commissioned between 1917 and 1922. Displacing about 1190 tons, the four-stackers had 150-man complements, four 4-inch guns, two .30-caliber machine guns and twelve 21-inch torpedo tubes.

By 1921, mass production techniques in U. S. shipyards provided the nation with the world's largest and most capable destroyer fleet.

In the years following, 40 destroyers were scrapped and another 200 sent to the mothball fleet. Not one destroyer was launched between 1921 and 1934.

The rapid escalation of German and Japanese maritime power in the late 30s prompted the reconstruction of our own dwindling surface forces. About 200 old four-stackers were recommissioned or brought out of reserve status and the construction of more modern "tin cans" went into full swing. By the end of the war, a total of 750 submarines were sunk by our forces, many of them by destroyers and destroyer escorts.

The Atlantic Fleet destroyers also took part in the invasion of North Africa as assault ships. Pacific destroyers took to surface combat, taking on battleships, cruisers, submarines, shore batteries and kamikazes.

Demonstrating their wartime pervasive presence, 44 destroyers were on hand in Tokyo Bay for the Japanese surrender. More than 50 destroyers and destroyer escorts were awarded Presidential Unit Citations.

Two specialized types of destroyers evolved in the intervening years between World War II and the Korean conflict. These were general purpose destroyer escorts designed primarily for antisubmarine warfare and radar picket destroyers, carrying increased radar and communications gear.

The more populous destroyer family had limited involvement in the Korean conflict, performing neither their antisubmarine warfare nor antiaircraft functions. However, they did provide gunfire support for the United Nations Forces.

Recent years have seen the continued development of destroyer types as the demands of modern technology have become greater. The addition of antisubmarine rockets, antiaircraft missiles and antiship missile defense missiles to the destroyer arsenal has required the addition of the new types and allowed for the evolution of advanced tactics at the same time.

The conflict in Southeast Asia has given the modern destroyer an opportunity to demonstrate the capabilities of its sophisticated sensor and weapons systems. Whether providing close gunfire support, acting as air intercept controllers, engaging attacking aircraft, or rescuing downed pilots, Atlantic and Pacific Fleet destroyers have given a fine account of themselves.

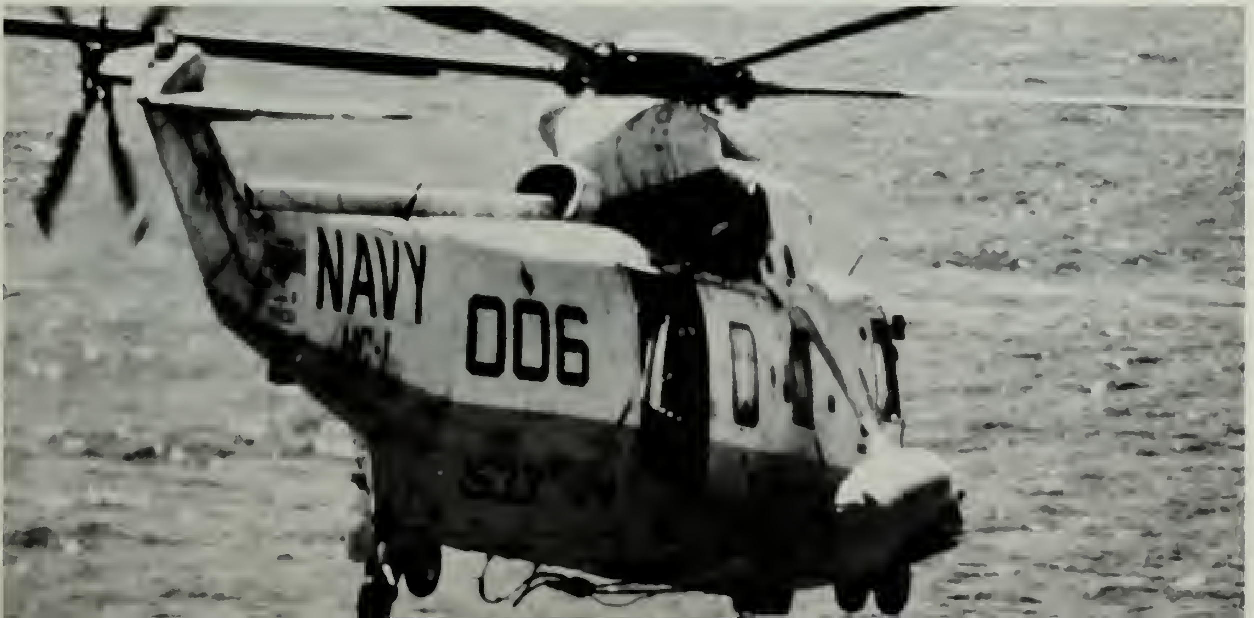
The primary missions of the destroyers remain antisubmarine and antiaircraft warfare in support of major task forces or surface/shore bombardment. Versatility is still a key word and the destroyers retain the capability to do everything from search and rescue to recovering space capsules.

The past seven decades have provided destroyermen with a wealth of experience and knowledge that will keep them ready for the future discharge of their peacetime and wartime responsibilities.

Three (HAL 3) served as inland airborne assault support. Helicopter Combat Support Five (now HSL 31) is used for training.

It has been a long flight for many members of HC-1, but the growth and diversification of the unit's mission have been rewarding. Now the squadron is involved with the *Apollo* recoveries—with four on its record. In June, Commander A. K. Fieser, commanding officer of the squadron, led a detachment in the recovery of the astronauts of Skylab II—as Helicopter Squadron One continued its mission in the forefront of the action.

Above: An SH-3G Sea King helicopter, part of Helicopter Combat Support Squadron One (HC-1), departs from the nuclear carrier USS Enterprise (CVAN 65) in the South Pacific.



The history &

tradition of the NAVAL RESERVE

Back in World War II, they called them "90-day wonders"—young Naval Reservists like Ensigns Herbert C. Jones and Francis C. Flaherty. They had earned their commissions through wartime three-month training programs.

Herb Jones had been in the Naval Reserve since 1935, when he enlisted at the age of 17. He was 22 when he reported for active duty in the summer of 1940. Francis Flaherty enlisted in the Reserves in July 1940, at the age of 21.

Jones graduated with the first V-7 midshipman class to complete training on board the old USS *Illinois* (later renamed *Prairie State*), a floating armory long used for Reserve training at New York City. He was commissioned in November 1940 and assigned to USS *California* (BB 44). Flaherty took his midshipman training at Northwestern University; he was appointed an ensign in December 1940 and assigned to USS *Oklahoma* (BB 37).

When Pearl Harbor was attacked on 7 Dec 1941, *California* and *Oklahoma* were both in battleship row. Ensign Jones was just about to relieve the officer of the deck as the first wave of Japanese planes swooped in, hitting *California* with a torpedo and a bomb. Fuel spurted from the ship's ruptured tanks and burst into flame. Jones dived into a hatchway and slipped and slid along the oily decks to rescue an injured man before being temporarily overcome by smoke and fumes. When he came to, he saw an antiaircraft battery without a leader, staggered to his feet and took command, firing the guns at the second wave of Japanese planes until all the ammunition was gone. The ammunition hoist had been knocked out, so he organized some volunteers to pass ammunition by hand up to the battery.

The shells had just begun to reach the guns when a bomb hit *California* amidships and Ensign Jones was mortally wounded. Two of his men started to carry him to safety but he ordered them to leave him so they could save themselves before the magazines went off. He died shortly afterward.

On *Oklahoma*, Ensign Flaherty's battle station was in one of the forward gun turrets. His ship took three torpedo hits almost immediately after the first Japanese bombs fell and, as *Oklahoma* began to capsize, two more torpedoes struck home. The word was passed to "Abandon ship," but the emergency lights had been knocked out and the men in Flaherty's turret crew were losing their way in the darkness as water poured into the turret and their world turned upside down. Flaherty grabbed a flashlight and kept it pointed at the ladder while his crew scrambled to safety. They made it, but he didn't have time to get out. He went down with the ship.

Naval Reservists Jones and Flaherty, both of whom were posthumously awarded Medals of Honor, represent an American tradition that goes back to colonial times. They were ordinary citizens who became extraordinary Navymen when their country needed them.

THAT TRADITION GOES back nearly 300 years. Even before the United States became a nation, fishermen and merchant seamen from the English colonies in America played an important part in the long series of wars that England and France fought with each other in North America in the century preceding the Revolution. These early "naval reservists" participated in several large, combined military-naval operations against French settlements in Canada, including expeditions against Quebec in 1690 and 1759, and against Louisburg in 1745 and 1757-58.

Although America had no Navy of its own when the Revolution began, all 13 of the original colonies had strong maritime ties and there were many men in our then small population who followed the sea for a living. There were also several thousand American-owned ships, many of them already armed for protection against pirates.

Many of these ships were taken over by the various state navies or the Continental Navy, but far the greater number were commissioned by the states or the Continental Congress to operate as privateers—privately owned ships, manned by civilian crews, which were authorized to cruise against British shipping.

Since the crews of the privateers shared in the prize money from the ships and cargoes they captured, most experienced seamen preferred privateering to service in the low-paying Continental or state navies. As a result, more than 2000 ships and over 70,000 men were engaged in privateering, while the peak strength of the Continental Navy was probably never more than 3000 men. The cargoes the privateers captured were an important source of arms and supplies for the American Army, and the effectiveness of the privateers was soon reflected in soaring insurance rates on British shipping and supply problems for the British Army.

IN THE WAR OF 1812, many American seafaring men again went to war as civilians in the crews of privateers and, once again, the privateers caused serious problems for Great Britain. One good example was the action fought by Captain Samuel Chester Reid and the 90-man crew of his brig *General Armstrong* at Fayal in the Azores.

Captain Reid, who had first gone to sea at the age of 11, had served for a while in the U. S. Navy as an acting midshipman under Commodore Thomas Truxtun in the West Indies during the naval war with France. As a privateer, he was on his fifth cruise in *General Armstrong* when he put in at Fayal on 26 Sep 1814.

About sunset of the same day, three large British warships arrived—the 18-gun *Carnation*, the 74-gun *Plantagenet* and the 38-gun *Rota*. On board they carried some 2000 troops who were supposed to become part of an invasion force then being assembled in the West Indies to attack New Orleans.

Captain Reid, whose guns consisted of just six nine-pounders and an old 42-pounder named "Long Tom," sensed trouble, even though Fayal was a neutral port. He moved his ship in close to shore, where the big British ships would not be able to come alongside, and he made preparations for repelling boarders.

SAMUEL CHESTER REID

Before long the British ships began lowering armed boats, and at about dusk, four of them, filled with men, drew within hailing distance. Reid warned them to stand off, but they kept coming, and the American ship loosed a storm of grapeshot. The British answered with small arms and swivel guns mounted on two of the boats, then withdrew.

Around midnight, the British attacked again—but with more heavily armed craft and a much larger force. Reid figured they had at least 12 boats and some 400 men. This time the battle lasted 40 minutes before the would-be boarders were again driven off.

Next morning, one of the British ships got within range and opened up with her big guns. Reid returned her fire, but he knew further resistance would be useless, so he attempted to scuttle his ship and took his men ashore. As soon as he and his men were gone, British boarding parties took over and set fire to the troublesome little American ship, but they had paid dearly for their victory—120 British dead and another 180 wounded. Reid's losses were only two dead and seven wounded.

Incidentally, Captain Reid's service to his country did not end there. In 1818 he came up with a plan for the system we now follow to represent new states on the American flag. At that time, the U. S. flag had 15 stars and 15 stripes, a design which had been in use since 1795, after the 14th and 15th states had joined the Union. It was Captain Reid's idea to go back to the present 13 stripes, honoring the 13 original colonies, but to add a new star to the blue field whenever a new state entered the union.

By the time the civil war began, 34 states had been admitted to the Union, and the nation had spanned the continent. As more and more settlers moved inland and westward from the original 13 seaboard states, the percentage of seafaring men in the total population became smaller and smaller, which presented a real manpower problem when the Union Navy began expanding in 1861. Although President Thomas Jefferson had suggested the establishment of a naval militia as early as 1805 nothing had come of the idea, and when war broke out there was no naval reserve of any sort. Many men who did have experience at sea had been lured into the Army by enlistment bonuses.

To meet the need for officers, a sort of Naval Reserve—the Volunteer Navy of the United States—was established by an Act of 24 Jul 1861, which authorized the temporary appointment of acting lieutenants, paymasters, assistant surgeons, masters and master's mates to serve during the "insurrection," as officers on "such vessels as may be deemed necessary for the temporary increase of the Navy." A total of about 7500 volunteer officers served during that war.

Most of these officers came from the merchant service, but there were others who were sadly lacking in seagoing experience. As one naval historian puts it:

"Many of the inexperienced officers acquitted themselves with credit, zeal and fidelity, but unfortunately not all of them were fitted for the naval service. This was especially true of the engineer corps. One of the acting engineers, for instance, was a village schoolmaster from the up-country of New Hampshire, whose knowledge of marine engineering had been gained from a picture of a condensing engine in a textbook on natural philosophy common in the schools of New England. He introduced into the service one of his favorite pupils, whose knowledge of engineering was, if possible, even more rudimentary."

The need for enlisted men was so great that Admiral David D. Porter later referred to the early years of the Civil War as a time "when there was no naval militia to draw from, and Union ships lay unmanned while Confederate ships were sweeping Northern commerce from the oceans." Congress finally tried to meet the situation by authorizing the Navy to draft all seamen who had entered the land service.

Despite the lessons of the Civil War, the Navy saw little need for a Naval Militia or Naval Reserve in the peacetime postwar years. However, in 1873 a group of former naval officers got together to advance a plan for a Reserve Corps composed of ex-naval officers from the Civil War who could be called to active

"in time of emergency: ordinary citizens, extraordinary sailors..."

duty in the event of war. Gradually, through the 1870s and '80s, the interest in forming some sort of naval reserve grew and, finally, on 17 May 1888, the governor of Massachusetts approved an act establishing a naval battalion as part of the state militia. New York, Pennsylvania and Rhode Island followed in 1889, and before long other seacoast and Great Lakes states also saw the need for such units. By 1897, 16 states had a naval militia in one form or another.

THE FIRST FEDERAL FINANCIAL AID to the movement came in 1891, when Congress passed a Naval Appropriation Act including $25,000 earmarked for arming and equipping naval militia. The Office of Naval Militia was set up in the Navy Department to administer the program and ships, material and equipment were lent to the units.

By 1894, the movement had reached the point where the Secretary of the Navy was given authority to lend each state having a naval militia one of the Navy's older ships, as well as equipment, to "promote drills and instructions."

In 1898, the year of the Spanish-American War, the militiamen proved themselves an important body of trained personnel. Governors of the various states granted officers and enlisted men leaves of absence so they could serve with the Regular Navy.

Within six hours after it received notification, the First Naval Battalion of New York reported for duty—fully armed and equipped—on the auxiliary cruiser USS *Yankee*. Twenty hours after it was called, the Massachusetts unit arrived on board the auxiliary cruiser USS *Prairie* at New York.

The militia units were able to furnish 4216 of the 10,375 additional men taken into the Navy at the war's outbreak. By the time the Spanish-American War was over, 19 states were maintaining militia organizations, with a total strength of 492 officers and 6300 enlisted men.

THE VALUE AND EFFICIENCY of the members of the naval militia had been so thoroughly demonstrated during the war that the Navy Department recommended the creation of a national Naval Reserve, but it took a while to iron out the details. The first major step was not taken until the Naval Militia Act of February 1914, which required all naval militia states to organize their units to conform to a plan prescribed by the Navy Department. A Division of Militia Affairs was established in the Navy Department in April 1914 to assume the work of the old Office of Naval Militia. Then, on 3 Mar 1915, Congress passed the legislation which first established a Federal Naval Reserve—to be composed of enlisted men who had seen service in the Regular Navy. The response was limited, and on 29 Aug 1916, with World War I already underway in Europe, Congress passed an act establishing a new Naval Reserve Force and federalizing the Naval Militia.

During the First World War, about 30,000 Reserve officers and 300,000 enlisted Reservists served on active duty. Among them were 12,000 women Reservists who worked as "yeomanettes" in Navy and Marine Corps offices and a group of flying enthusiasts from Yale University who had bought their own plane, learned to fly at their own expense and volunteered their services to the Navy before the United States had entered the war. This First Yale Unit pioneered the modern Naval Air Reserve.

THE WORLD WAR I Naval Reserve also produced four recipients of the Medal of Honor, 315 officers and enlisted men who earned the Navy Cross for extraordinary heroism in combat, the Navy's only air ace of the war, the first naval aviator to be credited with the destruction of a German submarine and the first Navy pilot to shoot down an enemy aircraft.

Following the war, the Naval Reserve began to move closer to its present form of organization during the late 1920s and the 1930s.

By 1938 the drilling Naval Reserve numbered about 11,380 officers and enlisted men. About 19,500 others had signed up for the Volunteer Reserve, which was not required to drill, and the Merchant Marine Reserve had about 6000 officers and enlisted members.

The world war ii mobilization of the Naval Reserve on a voluntary basis began the following year, and by 12 Jun 1941, all members not in a deferred status had been called to active duty. By the end of the war, there were some 300,000 officers and 2.5 million enlisted men on active duty. More than three-fourths of them were Reservists.

When the war ended in 1945, many of these veterans joined Naval Reserve units back home. Hundreds of Naval Reserve training centers and other, smaller facilities were established to provide training in almost every phase of naval activity. Quarters were found in private, public and municipal buildings of every description—universities, city halls, fire stations and, in some cases, even jails. The World War II veterans were joined by younger, nonrated men who wanted to learn something about the Navy before they received orders to active duty.

In the nearly three decades which have passed since 1945, the Naval Reserve has continued to serve with distinction in times of crisis. During the Korea conflict over 130,000 Reservists from air and surface units answered the call to arms, and better than one out of four of the Navymen on active duty were Reserves. In one typical month of air operations in Korea, three-fourths of the 8000 combat sorties flown were by Naval Reserve aviators. Again, during the Berlin Crisis of 1961, 40 Naval Reserve ships were called to active duty along with their crews, and 18 Air Reserve squadrons were activated.

Although there was no large-scale mobilization of the Naval Reserve during the conflict in Vietnam, six Naval Air Reserve squadrons and two Reserve Seabee battalions were mobilized in 1968 to serve for a year on active duty. In addition, many of the Navymen on active duty in Vietnam have been young Reservists in various officer programs or the 2x6 enlisted program, which calls for two years of active duty during a six-year Reserve enlistment. As of 1967, almost one out of seven Navymen on active duty were Reservists, and today the figure is about one out of 10.

The first naval officer to be awarded the Medal of Honor for action in Vietnam was a Naval Reservist—Lieutenant Vincent R. Capodanno of the Chaplain Corps. He was killed on 4 Sep 1967 while trying to help a wounded hospital corpsman directly in the line of fire of an enemy machinegun only 15 yards away.

In the 1970s more and more emphasis is being placed on the Naval Reserve as a key element in national defense under the Total Force Concept and, with the elimination of the draft and reductions in the size of the active duty Navy, America is banking heavily on a strong and effective Naval Reserve as a readily available back-up force for the full-time Navy. Judging from past performances, if that back-up force is ever needed in an emergency, you can safely bet that many of the "ordinary" citizens in our part-time Navy will turn out to be extraordinary full-time Navymen when the chips are really down.

—Jerry Wolff

TYPICAL WOMAN NAVY OFFICER?

If you were to meet Ensign Gwen F. Hall, who is a five-foot six-inch redhead, you might ask the typical question asked of most women officers which is, "Why did you decide to join the Navy?" She would probably answer something to the effect of "I joined so I could travel a bit and see the world."

With that average question and that average answer, you would probably walk away thinking ENS Hall was an example of an average naval officer. However, upon really getting to know her, you'd find out that she has some very unusual interests, hobbies, and even her job is somewhat unique.

First, let's look at Gwen's background. Her mother is an ex-Navy Nurse Corps officer and her father is a retired Navy aviator. He is one of the few living Medal of Honor holders, receiving the medal for his actions during the Battle of the Coral Sea. Her parents now live by a northeastern Oklahoma lake where her father is currently active in the Coast Guard Auxiliary. Gwen herself holds a license from the U. S. Coast Guard to operate a commercial vessel up to 15 tons on the Arkansas river and its tributaries.

Gwen has two younger sisters, who are currently working toward obtaining their degrees as Registered Nurses. Gwen has a bachelor of arts degree in geology and anthropology from the University of Kansas at Lawrence. She spent two and one-half years assembling dinosaurs at the Chicago Field Museum. And if all of this isn't enough, she holds a second degree black belt in Korean style Tai Kwon Do Karate. She earned her first black belt in 1968 and received her promotion to second degree in January 1972.

In February 1972, Gwen went to Officer Candidate School, Newport, R. I. After her commissioning in June, she was assigned as one of the Personal Services officers for NAVADCOM, Great Lakes. On her way to her new command, she stopped off at Rockford, Ill., to watch the Korean Karate Tournament. She felt very fortunate to be able to attend this tournament since this was the first time the competition had ever been held in the continental U. S. and, also, she knew her old karate instructor would be there.

She arrived in Rockford about an hour before the event, so she had time to look up her instructor before the competition began. He convinced Gwen that she should enter the competition. Somewhat reluctant because she was tired after having driven for five straight hours to get to the event on time, she also felt that she was a little out of condition after having been on leave for a couple of weeks and not practicing as

she usually does. But he finally convinced her at least to try. Needless to say they were both very surprised and very pleased when Gwen was announced to be the winner of the Gold Medal in the All-Tae Kwon Do Black Belt Women's competition.

After arriving at her new command, ENS Hall decided to utilize her off-duty hours by instructing in karate. She had no problem getting a position at the Rockford School of Karate, Rockford, Ill., since she has several references as a result of having taught

karate since 1967 in seven different schools. Her reputation grew and now she is also teaching karate, by appointment, on the Great Lakes Naval Base.

Gwen soon became interested in taking a course offered by Coastal River Division (COSRIVDIV) 21, which is usually offered only to those who must qualify for the Fast Patrol Boat OOD underway. Although she was in no way attached to this division, they welcomed her to take their course. She has qualified as a sharpshooter with the M-16 rifle, and does her practice on the Marine Corps Range. The course also includes water survival, navigation, and qualification with the 81-mm mortar, 20-mm mortar, and the 50-caliber machine gun. All of this training has been on her own time.

Her command soon became aware of ENS Hall's off-duty activities and decided that perhaps they could best use her talents in their Security Division instead of their Personal Services Office. With her change of jobs, Gwen became the first woman line officer to hold such a position. As part of her new job, she helps question female subjects, she rides watch aboard security trucks, and she works with German Shepherd dogs, who sniff out marijuana (see ALL HANDS, August 1973, page 46).

No, ENS Gwen F. Hall is not an average naval officer, and the Navy is fortunate to have an officer with such a varied background as part of the team.

—Ensign Sandra L. Howes

Far left: ENS Gwen Hall during rifle practice, part of the PTF qualifications course for OOD underway which she is taking in her spare time. Above: ENS Hall at Karate lessons.

ON THE SCIENTIFIC FRONT

Left: Man and machine working together under the sea has naturally become an integral part of naval scientific research.

NOAA Discovers 24 Underwater Mounts Off Oregon-Washington in NW Pacific

Twenty-four previously unknown underwater mountains and several seamount chains have been discovered in the northwest Pacific off the Oregon-Washington coast. The underwater mountains rise from 3000 to 5950 feet above the sea floor and at least four are a mile high. Marine geophysicists believe there may be thousands of similar features still undiscovered.

The two seamount chains border the Sedna Fracture Zone—a deep ocean-bottom rift. They consist of a high ridge directly north of the zone and a second, lower ridge farther to the north. Both ridges lie between 450 and 500 miles north of the Mendocino Fracture Zone, a major undersea rift in the northeast Pacific.

The discovery of the new seamounts came during an analysis of data gathered during a five-month survey of the sea bottom made by the Commerce Department's National Oceanic and Atmospheric Administration in 1971. Approximately one million square miles of the ocean were covered.

Pump With Only One Moving Part Can Harness Power of Ocean Waves

Scientists at the Scripps Institution of Oceanography in California have harnessed the natural power of ocean waves with a simple device which can generate 1000 watts of electrical power.

The wave pump has only one moving part. It operates from a free floating platform—such as a buoy or a ship—and consists of a 200-foot plastic pipe with a one-way check valve inside near the top. As the pipe, mounted with most of its length below water, accelerates downward into a wave trough, water flows up past the check valve. When the wave peak swings the pipe upward, the water in the pipe is prevented from flowing back down by the now closed check valve.

The water above the check valve is lifted into a tank aboard ship by the action of the next wave and this water is pressurized before being discharged through a turbine, thus producing useful power.

New Anti-Exposure Suit Designed for Downed Navy Aviators

A new anti-exposure suit for downed aviators is finding increased use throughout the Navy. It replaces the old MK-5A and employs the principles of a diver's wet suit. The exposure suit was developed by the Naval Air Systems Command in conjunction with the Naval Air Development Center, Johnsville, Pa., and various aerospace physiology training units.

The time a downed aircraft crew member spends in water before rescue has been narrowed to between 15 and 90 minutes so modification of anti-exposure gear was indicated. The need was met by adapting the basic skin diver wet suit to meet aircrewman requirements. Characteristics included cold water protection, wear comfort and mobility while carrying out cockpit duties.

The new suit, which has been in general use in the Fleet for nearly two years, is made of a thin layer of closed-cell neoprene foam with air pockets that provide insulation. Lining the foam is nylon fabric which provides strength and elasticity which enable the wearer to don the suit easily and to wear it comfortably.

The suit is loose-fitting to provide comfort while the wearer is in a sitting position and has a lowcut neck to prevent riding up and chafing. The suit is shorter in front than in back to prevent bunching at the waist and the suit legs are bent to preclude binding.

The neoprene foam in the suit retains body heat in hot, cold and normal environments. A ventilating system is provided into which conditioned vent or blower air is introduced through fittings on the left side of the chest. Air is bled into a ducting system to ventilate the legs, arms and crotch. This air flows back over the body around spacer panels (which hold the suit slightly away from the body) exiting at the neck. With the air flowing through the system at a rate of six to 12 cubic feet per minute at an acceptable temperature and humidity, the wearer is thermally comfortable.

The suit fits snugly so that a minimum of water is allowed to flow between the body and the foam coverall when the wearer is submerged.

Other anti-exposure gear used in conjunction with the ventilated wet suit includes polyvinyl chloride underwear, heavy wool socks, flight boots, nomex flight suits and inflatable mittens and hood. The nomex modified summer flight suit is worn over the ventilated wet suit and provides space for hood and mittens.

Special Explosive Adapted for Lunar Use by Naval Ordnance Lab

The explosive used in eight charges placed on the moon during *Apollo* 17 was discovered and developed at the Naval Ordnance Laboratory at White Oak, Md. The substance used was hexanitro-stilbene (HNS) and helped obtain a seismic profile of the moon.

The explosive was adapted for lunar use. It had to be carried safely to the moon, then be able to withstand extreme lunar temperatures without deterioration in the no-atmosphere environment. Bonded with teflon, the explosive could be formed in various sizes.

But *Apollo* 17 wasn't the first occasion HNS had been used in lunar missions. It was also used in several cutting operations which permitted the descent and ascent of the astronauts in the lunar module after each of the *Apollo* landings.

During the *Apollo* 14 and 16 missions, explosive charges of HNS in grenade launchers were also placed on the lunar surface. Months later they were launched on command from earth and monitored by seismometers when they were exploded.

Test Technique by NRL Scientists Hints at Oxidation Process on Moon

Scientists at the Naval Research Laboratory (NRL) here have evidence that the green glass "spherules" brought back to earth by the *Apollo* 15 astronauts were oxidized on the moon. And what is the significance of that?

First of all, this conclusion about oxidation is based on a test technique called electron spin resonance (ESR). All fine soils returned from the moon invariably have displayed an extremely intense ESR signal, which in the usual interpretation has been attributed solely to the presence of metallic iron.

NRL moon scientists say that a portion of this signal could in principle arise from an oxide of iron similar to terrestrial magnetite (lodestone). These findings now indicate that such iron oxides are indeed present in the lunar soil.

Lab tests conducted at NRL have shown that "magnetite-like" precipitates would result on lunar dust grains which underwent oxidation at temperatures near 650- C., as might be expected in the upper reaches of a volcanic fire fountain.

The NRL studies appear to provide direct evidence of a lunar surface oxidation process, possibly indicating that the interior of the moon has contained, and may still contain, some oxidizing volatiles such as water.

Seawater Battery Developed for Use in Arctic Oceanographic Experiments

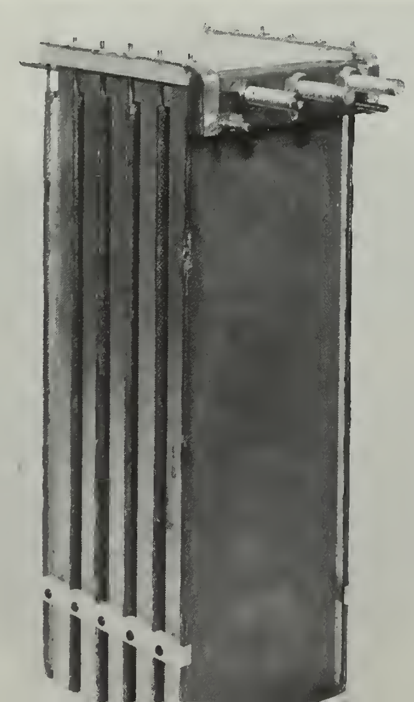
A special version of a seawater battery developed at the Naval Research Laboratory was scheduled in July for preliminary testing under the Arctic polar icecap in connection with scientific oceanographic experiments.

Two of the special batteries were placed on test in the Arctic Ocean at 83 degrees latitude. Both were designed to operate continuously for one year. The battery, which was developed by the Naval Research Laboratory, previously demonstrated its ability to operate for a full year in tests conducted in the Gulf of Mexico.

Such batteries would be used to power electronic instrumentation and telemetry equipment at remote unmanned sites across the polar icecap. A primary purpose of the electronic measurements is the logging of polar icecap flow by means of position location with the Navy *Transit* satellites.

The batteries are activated by immersion in seawater and would normally work in conjunction with a static converter power supply designed for many naval and marine applications. The battery is both economical and has an indefinite shelf life.

Below: The recently developed seawater battery will provide a compact, economical, and powerful source of energy for Arctic scientific experiments. Right: Dr. Louis A. Gebhard of the Naval Research Laboratory.



Dr. Louis A. Gebhard of the Naval Research Lab, a pioneer in Lab Electronics

When the Naval Research Laboratory celebrated its 50th anniversary in July, there was one plank-owner still on board—Dr. Louis A. Gebhard who has been with the lab since its inception in 1923. In fact, Dr. Gebhard was engaged in naval research for six years before the laboratory's organization.

Dr. Gebhard continues to serve as a consultant to the Associate Director of Research in Electronics at NRL. From 1945 until his retirement in 1968, he was superintendent of the lab's Radio Division—the longest anyone has served as superintendent of a research division at the lab.

Under his guidance, the division produced a steady stream of ideas, inventions, equipment and systems which benefited the Navy, science, industry and other government agencies. During Dr. Gebhard's tenure, he was issued 90 patents, each marking a significant improvement in naval communications.

He was a pioneer in radio electronics and was associated with developing a voice transmitter which, in 1922, broadcast, for the first time, an address by the President of the United States. In 1924, he built the first high-powered, crystal-controlled transmitter in the world. A year later, a radio pulse transmitter of his design was used for the first accurate measure

of a height of the ionosphere. This pointed the way for the ultimate worldwide use of pulses in radar.

Dr. Gebhard was, in fact, responsible for developing the Fleet's first radar—the model XAF which was used in Fleet Caribbean exercises early in 1939.

Now, about 57 years from the beginning of his career, Dr. Gebhard is preparing a document which sets forth the significant accomplishments of the Naval Research Laboratory in radio electronics.

Naval Ship Research and Development Center Develops New Aluminum Hawser Connections

When light weight, flexibility and inertness to sea water are required, nylon hawser is widely used throughout the Navy. The connection to the hawser, however, uses knots or splices that may be difficult to handle under water or may be unreliable.

For that reason, the Naval Ship Research and Development Center's Annapolis Laboratory has developed a procedure for shipboard use by attaching aluminum end fittings to the hawser with epoxy resin. By so doing, the strength of the connection on double-braided nylon hawser was made about 90 per cent as strong as the hawser.

The new fitting on a 100-foot length of two-inch, double-braided nylon hawser was evaluated by Service Squadron Eight, Norfolk Naval Operating Base.

Naval Ordnance Laboratory Designs Dual-Purpose Packaging for Fuzes

A molded polystyrene tray for shipment of projectile fuzes has been designed by the Naval Ordnance Laboratory at White Oak, Md. The new container will stand up better during shipment, will be reusable and will require less time to unpack than those now in use. The trays can be employed for bulk pallet loads of fuzes for assembly to projectiles or for repackaging into ammunition boxes for overseas shipment and long-term storage. NOL's dual-purpose design permits the use of one mold for both purposes.

Fiberboard containers which require hand assembly are now used for bulk pallet load shipments. Because of the new model's improved set-up time and other features, costs are expected to be reduced between $30 to $35 per pallet load, depending upon the type of fuze being shipped.

NOL's new design was awarded first place in its class at the Western Materials Handling and Packaging Show in Anaheim, Calif. This innovation is expected to be included in the production fuze contracts during this fiscal year or next.

Lab's Study With Infrared Laser Aimed At Faster Ship-to-Ship Communications

An infrared laser which can operate on various wavelengths at the flip of a switch is being developed at San Diego's Naval Electronics Laboratory Center. The lab expects the laser may be used for faster ship-to-ship communications and have civilian applications, too.

By varying magnetic field strength, the laser's output frequency can be tuned.

Although the laser's development is primarily for military purposes, a possible civilian application lies in detecting air pollution. Since certain pollutant molecules absorb infrared light at precise wavelengths, the laser could be tuned to the particular wavelength of a particular pollutant.

The laser beam would be directed to a distant mirror which would reflect the beam back to a detector. When the amount of reflected radiation is measured, the concentration of the pollutant would then be known.

Research Lab's Scientific Spinoffs Benefit Aspects of Civilian Society

During its past 50 years of scientific research and development, Naval Research Laboratory has produced spinoffs that have benefited many aspects of civilian society.

For example, long-standing practices for structural design have been completely revolutionized in recent years by new principles for preventing failures due to fracturing brittle metal. Reports indicate that NRL's fracture-safe design is replacing outdated classic methods of fracture control based on stress level limitation.

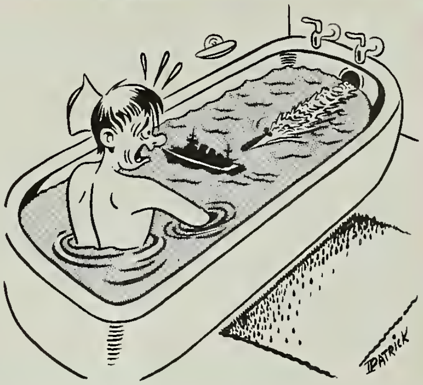
Another NRL contribution which has proved to be highly beneficial outside the military area is corrosion protection for metals used in a marine environment. The protection system now widely used by U. S. industry has been heavily influenced by NRL-developed standards based on the lab's research.

Metallurgical work done by NRL for the Atomic Energy Commission has also resulted in a direct flow of technology to the civilian economy; research on the sensitivity of steels to high energy neutrons is a case in point. Such research has brought about specifications for improved radiation-resistant steels for future nuclear service.

SN James T. Miller

"DECK not DESK!!!"

DCC T. R. Patrick

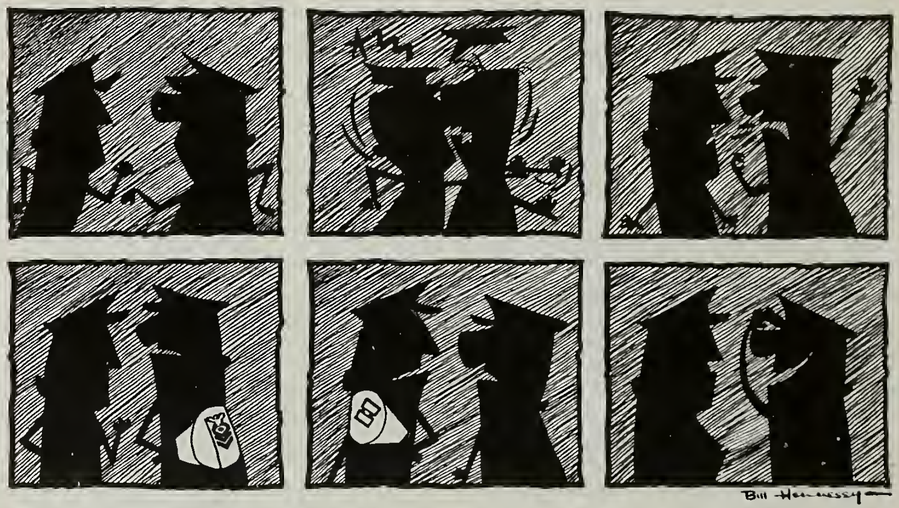


"Hey, MA!!"

From the archives of ALL HANDS humor:

old jokes you may

AN William R. Hennessy



SK1 Franklin K. McVicker

"Will you stop clowning!"

CTC W. R. Maul

"HA-HA-HA . . . BRAVO! Do you do any others? . . . say Jimmy Stewart? James Cagney?"

EN2 Peter A. Hansen

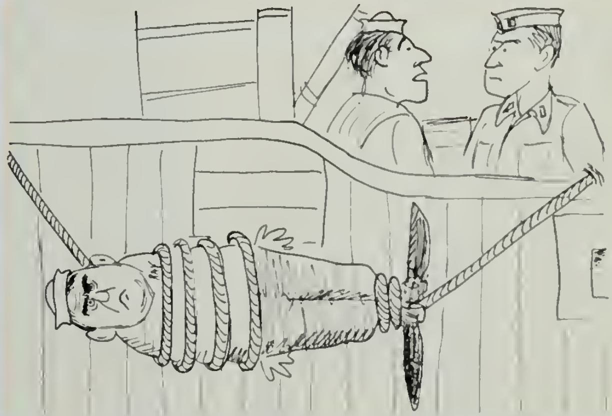
"What's wrong, Chief!! All I asked was 'What valves do we line up to pipe the admiral aboard?' "

have missed

SN H. E. Bradshaw

"Poor form."

HMC Charley Wise



"Yes, sir, the supply officer found me a port fender."

Training shutterbugs for 50 years

NAVY PHOTOGRAPHY SCHOOLS

NAS Pensacola

The Class of '26 poses outside building 258, the combined Photo School and Station Photo Lab. Right: Members of a 1936 photo class receive instructions in a RR-5 Ford Tri-Motor Transport. Facing page, top: The headquarters of Naval Photography since 1950. Facing page, bottom: A 1932 class learning portrait taking.

For half a century, young, camera-toting sailors and marines have swarmed over the Pensacola Naval Air Station and surrounding community taking pictures of everything from sunsets to sandfleas. They have been observed lurking in such unlikely places as the insides of trash disposal units, on rooftops, or perched in the tops of trees.

These uniformed shutterbugs, who will seemingly go to any length for the sake of a photograph, are student photographers at the Naval Air Technical Training Unit (NATTU) Schools of Naval Photography.

In August 1973, NAS Pensacola celebrated its 50th anniversary of training Navy and Marine Corps photographers.

Although NAS Pensacola is credited with being the birthplace of naval photography, the Navy's first school was located not at Pensacola, but at NAS Miami. When the Armistice was signed in 1918 the Navy discontinued its school of photography with the mistaken belief that there was no further need for photographic training. With the closing of the photo school, many of the Navy's trained photographers left the service to continue their photographic careers in civilian life.

By the latter part of 1919 the Navy could no longer satisfy fleet requirements for trained photographers, so in January 1920, the Navy established a second school of naval photography at the Anacostia Naval Air Station, Washington, D. C. Soon afterwards, the rating of photographer was established, thus eliminating the confusion which had previously existed when men of various ratings were assigned photographic duties.

Shortly after the establishment of the new photographic rating it became apparent that the limited facilities at Anacostia were insufficient to meet growing fleet demands for photographic personnel. Thus, in August 1923, naval photography was moved to NAS Pensacola, Fla.

Facilities at Pensacola in 1923 weren't much better than those at Anacostia. The new school, housed

in building No. 258 along with the station photo lab, consisted of one darkroom which was divided into a series of one-man booths and one lecture room. Classes were set at a maximum of 12 students per class, two classes per year. Thus the Navy was able to maintain an authorized strength (for that period) of 250 photographers.

For the next 10 years, the School of Naval Photography was a well established part of the Pensacola Naval Air Station. Then, in 1934, with the nation in the midst of a depression, the school was forced to close owing to a shortage of money. But the need for photography and trained photographers failed to follow suit. Therefore, with an ever-increasing fleet demand for photographers, the school was reopened in 1935 in building No. 18.

With the outbreak of WWII the school was expanded in both facilities and student complement. In 1943 the school was separated from the station photo lab and became a part of the Naval Air Technical Training Command.

A year later, the Navy moved its Motion Picture and Camera Repair schools from Washington, D. C., to Pensacola. With the transfer of the photo reconnaissance school from Milton, Fla., in 1947, Pensacola became the home of all naval photographic training.

With establishment of an Advanced School of Photography (PH "B") in November 1950, the schools were moved into building No. 1500 where they have remained for the past 23 years.

During the nearly a quarter of a century that the Naval Schools of Photography has been headquartered in building No. 1500, it has undergone numerous curriculum changes. New courses have been added to keep up with the ever-changing photographic technology. New methods of teaching have been introduced, the latest being individualized learning in which the student progresses through the school at his or her own pace. The goal of the school today, as it was in 1923, is to provide the Fleet with the best-trained photographers possible.

—By PHC Art Giberson

All Hands'

Photography Contest

CATEGORIES:

A Navy theme: Navy men and women on the job, Navy scenes, or ships and units in action.

Navy life: recreation-liberty-travel.

The Navy family.

Prizes:

First prize: three-year subscription to ALL HANDS.

Second prize: two-year subscription to ALL HANDS.

Third prize: one-year subscription to ALL HANDS.

Open to all Navy men and women, active or retired, and their dependents.

See ALL HANDS, August 1973 for further details.

Facing page, top: A 1932 class is checked out on the 4X5 Graflex camera. Center: Aerial phase students in 1944 receive instruction on the proper use and handling of a parachute and other flight gear before a photo training flight at Chevalier Field. Bottom: Chief Photographer Lyman E. Goodnight, head instructor at the Photography School instructs members of class 1-40 in the operation of the 8X10 view camera. Right: SA Thomas H. Platt (now PHCS) of a 1949 class checks over his 4X5 Speed Graphic press camera.

PERSONNEL EXCHANGE PROGRAM

Royal Navy Photographer Brian Robertson:

FROM COSFORD TO PENSACOLA

The staff of the Naval Schools of Photography, Naval Air Training Unit, NAS, Pensacola, Fla., has taken on an international look with the recent arrival of British Royal Navy Chief Petty Officer Brian Robertson.

Robertson, a 16-year veteran of naval service, is stationed in Pensacola as part of the Personnel Exchange Program (PEP)—a program in which selected persons of allied Navies exchange tours of duty (See ALL HANDS, May 1973). The purpose of PEP is to provide interesting and challenging foreign duty which will foster a better understanding between allies. The experience and insight gained through working with a military service of another country will hopefully enhance the possibility of further mutual confidence and cooperation.

Chief Robertson will be with the U. S. Navy and Naval Schools of Photography for about 28 months. During that time he says that he plans to see a great deal of the United States.

He reported to Pensacola from RAF Cosford, England, where he was an instructor in the British Armed Forces Joint Schools of Photography. Having been an instructor in the British photo schools for nearly four years, Robertson has an extensive background in teaching; he will be teaching motion picture photography as soon as he completes the Motion Picture "C" School course which he is now undertaking.

"By doing this," he says, "my background in motion picture photography will be reinforced and I can become familiar with the terminology used throughout the course. This," he added, "will make me more effective as an instructor."

This is Chief Robertson's first visit to the United States and he says that this tour may well prove to be the highlight of his naval career. As a married man, he expects his wife and two sons, ages 6 and 9, to join him within several weeks, and foresees no problem in his family's "Americanization."

Since his arrival, Robertson has been doing a great deal of reading about American customs, one of the books being the "Drivers' Handbook for the state of Florida." His cultural adjustments are going to begin as soon as he gets into his car—"Driving on the right side of the road is going to take some getting used to," says Robertson, "but I'm sure I'll get the hang of it."

When asked what three things he most wanted to do while in America, Robertson replied without hesitation that he wanted to go to a drive-in movie, ride a horse with a western saddle, and visit Disney World. With these ambitions, Chief Robertson should have a hardy tour in the United States—and gain a better insight into the development of programs that meet the common needs of the Allies.

—Story and Photos by
PHC A. C. Clemons

Facing page: Chief Petty Officer Robertson makes adjustments to his 16mm movie camera (top) and examines processed film (below). Above: PH2 Charles Brown and Robertson discuss a photo assignment. Below: In a pre-shooting conference, Robertson and his team members (l to r) PHAN Mark Shaffer, PH2 Charles Brown, and PH3 Barbara Borntrager talk over work they will perform as Motion Picture "C" School students.

2ND, 1ST, CHIEF PO CANDIDATES IN PEP ADMINISTRATIVELY ADVANCED

In view of the number of personnel who would require classified material to study for an advancement examination and the inability of these personnel to safeguard such material properly while assigned to exchange duty, the Navy will temporarily administratively advance to 2nd class, 1st class and chief petty officer those candidates who would otherwise be eligible to participate in the normal cycle of examinations for advancement during their Personnel Exchange Program tours.

Temporary administrative advancements will be limited to one per individual, effective in the first increment of the first cycle that the individual would be eligible. Those advanced administratively will have two years after completing the PEP tour to validate their advancements by passing their regular advancement exam.

Master and senior chief candidates who were recommended by their commanding officers and who are -- or will be -- eligible to compete for advancement during the PEP tour will normally take the advancement exams before beginning the tours. If a candidate fails selection, his record will continue to be placed before the succeeding selection boards during his tour. Those unable to take their exams before their PEP tours will take their test while on the PEP tour.

INITIAL SELECTION TO MASTER-AT-ARMS (MA) RATING

Some 486 Navy enlisted persons of more than 2500 who applied were selected to convert to this new rating. Some vacancies still exist for conversion to the MA rating which will be filled on a case-by-case basis through the normal lateral conversion program. Personnel interested in requesting conversion may apply in accordance with BuPersMan 2230180, as modified by BuPersNote 1440 of 23 Jul 1973 to allow E-7, E-8 and E-9 personnel to apply under the provisions of BuPersMan 2230180.

Those applying must be fully eligible in accordance with BuPersNote 1440 of 4 May 1973.

NAVCRUITCOM NAMES RECRUITER OF THE YEAR

Operations Specialist 1st Class Wilber G. Richardson has been selected from 10 finalists as the Navy Recruiting Command's Recruiter of the Year. He is attached to Recruiting Area 7 in Dallas, Tex. The other nine finalists included CSC (SS) Joseph Charette, serving with Commander Naval Air Reserve, Glenview, Ill.; BM1 William E. Hazelip, Commander Naval Surface Reserve, Omaha, Neb; SHC John Polk, Recruiting Area 1, Scotia, N.Y.; MMCS (SS) Raymond B. Hood, Recruiting Area 3, Macon, Ga.; HTC Norman Bolduc, Recruiting Area 4, Columbus, Ohio; SM1 Allen H. Metzger, Recruiting Area 5, Great Lakes, Ill.; BM1 Stanley R. Harrington, Recruiting Area 6, Omaha, Neb.; and IC1 (SS) Vernon L. Armstrong, Recruiting Area 8, San Francisco, Calif. These finalists were selected from 4000 recruiters who tried for the award.

BOOT CAMP SCHEDULE LENGTHENED TO 9 WEEKS

The Chief of Naval Operations has approved an increase in the length of basic training for Navy recruits from 7 1/2 to 9 weeks so that more time can be allotted for more training in military discipline, customs and courtesies. A "fleet orientation" training also will be added to provide recruits with a better idea of what to expect when they leave boot camp. The longer boot camp period will still be followed by "A" schools for those eligible or apprentice training in seaman, fireman, airman or constructionman skills for those not eligible.

• FEMALE MEMBERS "PROOF OF DEPENDENCY" FOR HUSBANDS NO LONGER NEEDED

The Department of Defense has notified all the military services that married female members no longer need to prove dependency of their civilian husbands to draw married basic allowance for quarters or for the husbands to be eligible for dependent medical benefits. This change is retroactive to 14 May 73, when the Supreme Court ruled that certain proof-of-dependency requirements for females -- while not required for males -- were unconstitutional.

• RESERVISTS GET DRILL DAY PX PRIVILEGES

Naval Reservists who are selected Reservists (Drill Pay Status) have been extended unlimited Navy and Post Exchange privileges. This new benefit, approved recently by the Department of Defense, has been extended to these Reservists and Guardsmen during their day of training. In exercising this privilege, Reservists must show their red identification cards and a statement from their unit's commanding officer indicating the day or weekend they are drilling. The exchange privilege for Reservists does not apply to commissaries.

• CHIEF OF NAVAL MATERIAL, NADC WARMINSTER WIN SAFETY AWARDS

The Chief of Naval Material --on behalf of the field activities directly under his command -- and the Naval Air Development Center, Warminster, Md., have been named winners of the 1972 Secretary of the Navy Awards for Achievement in Safety Ashore. First and second runners-up in the major command award category are Commander, Naval Air Reserve, and Commander, Naval Ordnance Systems Command. The Naval Weapons Station, Seal Beach, Calif., and Naval Air Rework Facility, Quonset Point, R. I., are the first and second runners-up in the activity award category.

• MEMORIAL TO USS MACKINAC (AVP 13)

Michigan's Mackinac Island State Park Commission is searching for former crewmembers of the Navy seaplane tender USS Mackinac (AVP 13) who may have documents of historical significance about the ship. The park commission is planning a USS Mackinac Memorial at the Old Mackinac Point Lighthouse on the Straits of Mackinac between Lake Huron and Lake Michigan.

Needed for the memorial are old pictures, press clippings, personal memoirs, letters and other items of display or historic value. Anyone having such items should contact Eugene T. Peterson, Superintendent, Mackinac Island State Park Commission, Stevens T. Mason Building, Lansing, MI. 48926.

from the desk of the Master Chief Petty Officer of the Navy

'Only The Best Survive'

MCPON JOHN D. WHITTET

Sometime next June, the Chief of Naval Personnel will convene the first annual Navywide chief petty officer selection board here in the Bureau of Naval Personnel.

Much like the senior and master chief petty officer selection board in many respects, the chief petty officer selection board will be composed of over 40 experienced officers and senior enlisted men from every major skill area in the Navy. Headed by a captain, the board will probably run into July, and report out about the first of August. But not before every page of approximately 20,000 service records has been reviewed.

The basic idea behind the selection board concept is to improve the quality of the CPO community. Candidates should expect some real competition as their service records pass in review before the board. As currently planned, only the top 50% of those who pass the written examination will actually be considered for advancement by the board. As with the senior and master chief petty officer selection board, quotas will be assigned by rating and plans call for both primary and alternate selectees.

The precept for the board has yet to be written. But it will undoubtedly include a provision to the effect that due consideration will be given to those who have been working "outside" of their rate.

As far as the examination cycle is concerned, the next CPO examination will be held in January 1974 (on or after the 15th of the month) and every year thereafter. However, the eligibility factors for the test, such as time in rate and time in service will remain unchanged.

What will the new selection board be looking for? Basically, the CPO selection board will be looking for the same kinds of things considered by the senior and master chief petty officer selection board. Except that I think we can expect a little more emphasis to be placed on technical skills; because of the fact that the occupational skill level for chief petty officers is more technically oriented than it is for master and senior chief petty officers.

The biggest single variable in the selection process is performance—on-the-job, day-to-day, year-to-year performance. However, the board members will also be looking at each candidate's test score, age, health, awards and decorations, leadership ability, in-service education, off duty education credits, types and places of duty, assignability, administrative ability, discipline record, time in rate, time in service, and over-all potential. The weight assigned to each of these factors may vary from year to year with the needs of the Navy, but these items are all, generally speaking, important areas of consideration.

Inevitably, there will be a few service records with missing data. To cope with this situtation a number of additional personnel are being hired to screen each jacket in an attempt to insure that it is up to date. Commands are requested to expedite all requests for information concerning CPO candidates and specifically to insure that E-6 evaluations are submitted in sufficient time to be screened by the board.

The beauty of the selection board concept is that each service record receives a thorough review by experienced personnel with judgment and compassion and who are sworn under oath, without prejudice or partiality, to select only the very best.

The establishment of the CPO selection board represents a giant step in the right direction. While there will likely be a few bugs in the initial board, I am confident that the end results will be superior to our present system of advancing our first class petty officers. It should prove to be a better system for both the Navy and individual Navymen and Navywomen.

FILMS IN THE FLEET

The following are synopses of a few films recently made available to the fleet by the Navy Motion Picture Service.

UP THE SANDBOX

Life in New York City for a woman with an inattentive husband and two children could be a continual nightmare, but as played by Barbra Streisand (Margaret), it becomes a wacky daydream. Driven to fatigue by her hectic and tiring daily life, Margaret resorts to her exaggerated and humorous fantasies for relief. The clever transitions in this film between the real and the unreal boggle your mind just enough for you to appreciate the confusion in which any housewife might live.

THE CANDIDATE

A timely film that features Robert Redford as a young, liberal California lawyer who is persuaded to run for the U. S. Senate. It is a tough, uphill battle trying to unseat the experienced incumbent senator. Director Michael Ritchie (Prime Cut) does a fine job of accurately portraying the rigors of political campaigning. The movie is done in a fast-paced and spontaneous documentary style, and shot entirely on location throughout California. The screenplay by Jeremy Larner won an Academy Award.

AVANTI

Billy Wilder directed this romantic comedy about an American businessman (Jack Lemmon) who travels to Italy to return the body of his father who was killed in an auto accident. He discovers that his supposedly convalescing dad died with a lady in the car and was quite a swinger besides. Lemmon then becomes entangled with the woman's daughter (Juliet Mills) who journeys from England because of her mother's death. After a series of comic antics in and around a Mediterranean resort hotel, the pair follow their parents' footsteps and fall in love.

THE EFFECT OF GAMMA RAYS ON MAN IN THE MOON MARIGOLDS

Too much radiation from gamma rays may destroy marigolds, while a small amount may produce the most beautiful mutants. This is the result of a small girl's biology experiment in school—but it is also a metaphor for her life in a small rural town in Connecticut. Paul Newman directs his wife, Joanne Woodward, who plays the widowed, self-indulgent mother of two helpless children who have the misfortune of being her daughters. In keeping with the cluttered backyard or the dumpy house in which she lives, the mother has made a mess of her life and tries to run the lives of her offspring. One daughter resorts to the same selfish games that are played by her mother. The other child (in real life the daughter of Newman and Woodward) immerses herself in her biology experiments, winning first place in the science fair, and freeing herself from the tyranny of her mother.

STEELYARD BLUES

Donald Sutherland and Peter Boyle play two brothers who are social castoffs. Their troublesome behavior is a thorn in the side of their politically ambitious brother who must continually bail them out to keep the family record clean. On the surface, the two are sympathetically depicted as harmless social misfits. But when nonconformism is put in the hands of two comedians like Donald Sutherland and Peter Boyle, the social message becomes secondary to their antics. Their lives may be a continuing struggle against a society in which they feel trapped—but they are also a never-ending joke at which the two never stop laughing.

Other films that have also been made available are listed below. All movies are in color unless designated by (B&W). Those in wide screen are designated by (WS).

The Train Robbers (WS): Western; John Wayne, Ann-Margret.

Bluebeard: Comedy drama; Richard Burton, Raquel Welch.

Dracula A.D. 72: Horror; Peter Cushing, Stephanie Beacham.

The Red Mantle (WS): Drama; Gitte Haenning, Oleg Vidow.

The Creeping Flesh: Horror; Christopher Lee, Peter Cushing.

Hammersmith Is Out: Drama; Richard Burton, Elizabeth Taylor.

Shamus: Action drama; Burt Reynolds, Dyan Cannon.

The Godson: Action drama; Alain Delon, Nathalie Delon.

The Life & Times of Judge Roy Bean: Western drama; Paul Newman, Anthony Perkins.

A Report on

Credit Union$

Of the people, by the people and for the people, not only applies to our Constitutional government, it is also the way Navy credit unions are run. They operate on a nonprofit basis to promote habits of thrift through the accumulation of savings; to provide loans at reasonable interest rates; and to extend financial counseling services on personal and family financial planning problems.

Although the first U. S. credit union opened its doors in 1908, under a state charter, it wasn't until 26 June 1934 that Congress provided Federal charters by passing the Federal Credit Union Act. The Act made credit more readily available to people of small means through a national system of cooperative credit. Today, there are more than 12,700 federally chartered credit unions under the supervision of the National Credit Union Administration (NCUA). In addition, more than 10,000 U. S. credit unions are state chartered and are normally regulated by the banking commissioners in the state in which they are located. Of all federally and state chartered credit unions, about 100 serve predominately Department of the Navy personnel.

A credit union comes into existence because people at a naval installation who have a common bond want it to exist. There are many sound reasons which move people to take the trouble to start such an institution.

This country's most prominent credit union pioneer was Edward A. Filene, a Boston merchant who gave of his time and more than a million dollars to the cause of organizing credit unions. The credit unions which now serve Navy and Marine Corps personnel owe their existence to Mr. Filene and other credit union pioneers who were dedicated to helping other people gain financial security.

In Filene's day, commercial banks were not interested in making consumer loans. He recognized that people of small means were being driven into the arms of moneylenders who charged usurious rates of interest which frequently kept the borrowers entangled in a web of debt for much of their lives. He was interested in the establishment of a nonprofit organization which would lend money to specific groups of people at reasonable rates, hence the credit union.

There are some differences between a credit union chartered by the state and one which operates under federal regulations. One major difference is that federal credit unions are restricted to making loans with maturities of no longer than 10 years, while state credit unions are authorized to make loans for much longer periods which puts them in the mortgage loan business.

A board of directors of each credit union establishes the maximum amount a member may borrow. Many Navy-sponsored credit unions authorize loans up to $15,000 plus any additional amount fully covered by shares. Federal credit unions charge a maximum Annual Percentage Rate of 12 per cent on loans and pay a maximum dividend of six per cent on share accounts. Funds which are not loaned to members may be invested only in U. S. government obligations, shares in insured savings and loan associations, loans to other credit unions, obligations issued by any wholly-owned government corporation or obligations fully guaranteed by the U. S. government.

The share accounts of federal credit unions are covered by deposit insurance up to $20,000 provided by the National Credit Union Administration (NCUA). State credit unions are also eligible for federal insurance provided they meet certain standards established by NCUA.

As members of Navy credit unions know, they are entitled to participate in the election of the credit union officials. Unlike shareholders in corporations, the credit union member who owns one share is entitled to one vote, the same as the member who has several thousand shares in the credit union. Inasmuch as a credit union is a nonprofit organization, all earnings in excess of operating expenses and required reserves are returned to members in the form of dividends or used for their direct benefit.

It might surprise some to know that each Navy credit union is independent of all other credit unions. There is no connection between the credit union which operates at Great Lakes, for example, and that which operates in Pensacola. Some have branches which operate near Navy offices scattered throughout the urban and suburban areas and even at distant locations.

It is impossible to make statements which apply to all Navy credit unions when speaking of dividends. Inasmuch as the Navy Federal Credit Union at Washington, D. C., is the largest federal credit union in the country (more than 250,000 members with over $325 million in assets), it is used here as an example. Dividend rates of other Navy credit unions can be expected to be more or less the same.

NFCU, based in Washington, pays dividends semiannually out of its earnings. A shareholder earns dividends in proportion to the number of five-dollar shares he holds. Shares purchased by the 10th of the month earn dividends from the first. In order to attract sufficient capital to meet the loan demand of its members, NFCU must pay a dividend which is competitive with other savings institutions. Its board of directors declared a dividend of 5.85 per cent per annum for the first half of 1973.

Dividends are posted to members' accounts on the first of January and July for the periods ending on 31 December and 30 June. Shares withdrawn before the end of these periods accrue no dividends. Shares can, however, be transferred from one share account to another with no loss of dividends.

NFCU, like many other credit unions, also has an added benefit to attract shareholders. For every dollar deposited (up to $2000) it gives a dollar's worth of life insurance to all its shareholders between the ages of six months and 66 years who are able to perform the usual duties of their occupation.

This insurance, in effect, increases the shareholder's net worth. The value of the insurance, of course, increases as the shareholder gets older. At age 25, for example, $2000 worth of commercial term insurance would cost about $8.06 per year. At age 45, the same coverage would cost about $20.48 per year. Although insurance isn't offered to members who are 66 and older, coverage extended to a member before he becomes 66 remains in force regardless of his age unless he withdraws the shares on which it is based.

One of the big advantages of having a membership in the Navy Federal Credit Union is the ability to make a loan at a low rate of interest. Although the availability of consumer loans from commercial banks at comparable interest rates is now fairly common for persons with established credit, Navymen could easily find themselves in the position of not being able to obtain a loan at reasonable rates.

Inasmuch as Navy families are mobile, they are frequently stationed away from localities where they have established credit. A Navyman recently transferred from the Washington, D. C., area, for example, to Pearl Harbor might find it difficult to borrow enough money to buy a car, furniture or other items which require cash outlays normally exceeding his monthly income. If he is a credit union member, however, obtaining a loan for a reasonable purpose can be relatively simple. If he is a member of NFCU Washington, there are a number of places throughout the world where he can withdraw shares or apply for a loan by telephone or visiting a nearby office.

Navy Federal Credit Union shareholders can obtain loans for what the Federal Credit Union Act calls "provident and/or productive purposes." These include tuition, home improvements, purchase of businesses and real estate, investments, tax payments, medical, dental, hospital and funeral expenses, consolidation of debts and the purchase of durable goods such as automobiles, boats, mobile homes, refrigerators, stoves, washing machines, television sets and furniture.

Again it is impossible to make a statement which covers all Navy credit unions. However, NFCU Washington is an example in which a pattern of other Navy credit unions can be seen.

In Washington, NFCU members can apply for a loan by visiting any one of eight branches or by calling 889-3950. If the borrower is not in Washington, he may apply for a loan by using NFCU's toll free telephone loan service; visiting or telephoning any of the offices or loan and share withdrawal facilities; by mailing NFCU a completed loan application; or by cable/wire at his own expense.

NFCU members can borrow as much as $2500 on their signature alone. Such a loan requires no collateral. The annual percentage rate on signature loans from NFCU is 10.5 per cent.

In many cases, credit unions, like other financial institutions, will provide a more favorable rate of interest on loans which are secured by collateral. In fact the collateral offered frequently influences the interest rate charged. For example, NFCU Washington will lend its members money to buy a new car at an annual percentage rate of 8.4 per cent and will also offer this same rate if the member has sufficient shares on deposit which he pledges as security for the loan. Other secured loans may be obtained at a 9.6 per cent annual percentage rate. As mentioned before, there is a limit of $15,000 plus an additional amount fully secured by shares on all such loans.

It might be noted that these rates are not the maximum which are authorized for federal credit unions by the Federal Credit Union Act. That amount is one per cent per month on the unpaid balance or the equivalent of a 12 per cent annual percentage rate. This ceiling includes all charges incident to making a loan.

A large portion of the loans made by Navy credit unions is for the purchase of automobiles. It is the policy of NFCU Washington to lend up to 75 per cent of the manufacturer's list price on a new car or up to 75 per cent of the average current retail value of a used car. The same percentage can also be loaned on campers, mobile homes, motor homes and travel trailers. If the borrower's financial situation warrants, NFCU will lend him an additional amount on his signature.

Terms for repayment of loans are generous. Car payments, for example, can be prolonged for 36 months, while up to 120 months may be authorized for repayment of loans on boats, airplanes, mobile homes and home improvements. Up to 120 months can also be allowed on tuition loans and loans for the purchase of real estate and loans fully secured by NFCU shares.

It might also be well to mention here that NFCU Washington provides complimentary credit life insurance on all loans up to $10,000. If the borrower dies before the loan is repaid, and the outstanding balance is $10,000 or less, no claim is made against his estate.

As mentioned earlier, one of the functions of a Navy credit union is to provide financial counseling. At NFCU Washington, advice can take various forms. Sometimes it is unasked for as in the case of the man who wants to buy a very expensive car and asks the credit union for a loan. After considering the pertinent facts, the credit committee finds the man is obviously financially incapable of swinging the deal, the loan is disapproved with the suggestion as to what the applicant's circumstances might allow.

The loan officers and financial counselors at NFCU take their responsibilities seriously as the office procedure at NFCU Washington indicates. It takes only one loan officer to approve a loan but it takes the three-member credit committee to refuse one. Even after a loan is refused by the credit committee, its decision can be appealed. In a one-month period at NFCU Washington, there were 15,341 loan applications and only 746 disapproved.

Financial counseling also has its more complex sides. Sometimes the commanding officer of a naval installation will send a member to the credit union suggesting that he obtain financial counseling and straighten out his debts. Otherwise, he may not be eligible for reenlistment.

It isn't difficult in these days of easy credit for a

Field of Membership

It is important to remember that there are approximately 100 state or federally chartered credit unions serving Department of the Navy personnel. One additional important feature unique to credit unions is known as the "field of membership."

Credit unions are formed to serve a specific group; the "field membership" is that portion of a credit union's charter which lists the individuals or groups it may serve. Therefore, to be eligible for benefits or services provided by a credit union, an individual must be within the credit union's field of membership.

young Navy family to open revolving charge accounts at several stores. Before they know it, the payments have gotten out of hand and they find themselves paying exorbitant carrying charges. Sometimes time payments take most of the monthly paycheck.

Members who find themselves in such a situation are welcome to consult the Navy Federal Credit Union which will lend its expertise toward making them solvent again. Usually, the first thing the advisors recommend is that all credit cards be destroyed. The financial advisors then make an inventory of all debts and contact the member's creditors to work out the best possible deal to assist the member in paying off his debts. Sometimes a creditor will renounce his entitlement to interest due in the expectation of recouping the unpaid balance on the principal still owed.

The credit union's financial advisors then consider the debtor's income and what he will need to live on while he is getting out of debt, then take action. In some cases the credit union will advance money in the form of a loan to pay the man's consolidated debts. This eliminates the higher interest rates demanded by revolving charge accounts in favor of the credit union's lower loan interest rates, and permits the member to make one loan payment per month in lieu of several. A loan company (not a commercial bank) would charge between 15 and 36 per cent interest per annum for such a loan. No federal credit union serving Navy personnel charges an annual percentage rate of more than 12 per cent and many charge less.

Naturally, it takes considerable discipline for a man literally to be taken into receivership so the credit union can help him get out of debt. The credit union can't do it all; the debtor must accept the NFCU advisor's counsel before anything can be accomplished. Many fail to do this, dropping out before they reach their debt-free goal.

NFCU Washington, however, points with satisfaction to help it gave one of its members who, in 1967, was $37,000 in debt. This year his debt was entirely liquidated thanks to the member's determination and the support given by the credit union. The average indebtedness of those seeking counsel lies between seven and nine thousand dollars.

Navy credit unions have a remarkable record for stability. Whenever one goes out of business, it is usually because of a base closure or perhaps a small credit union finds it cannot provide necessary services and merges with a larger credit union. In either case, shareholders will receive their shares in full and quite often a liquidating dividend.

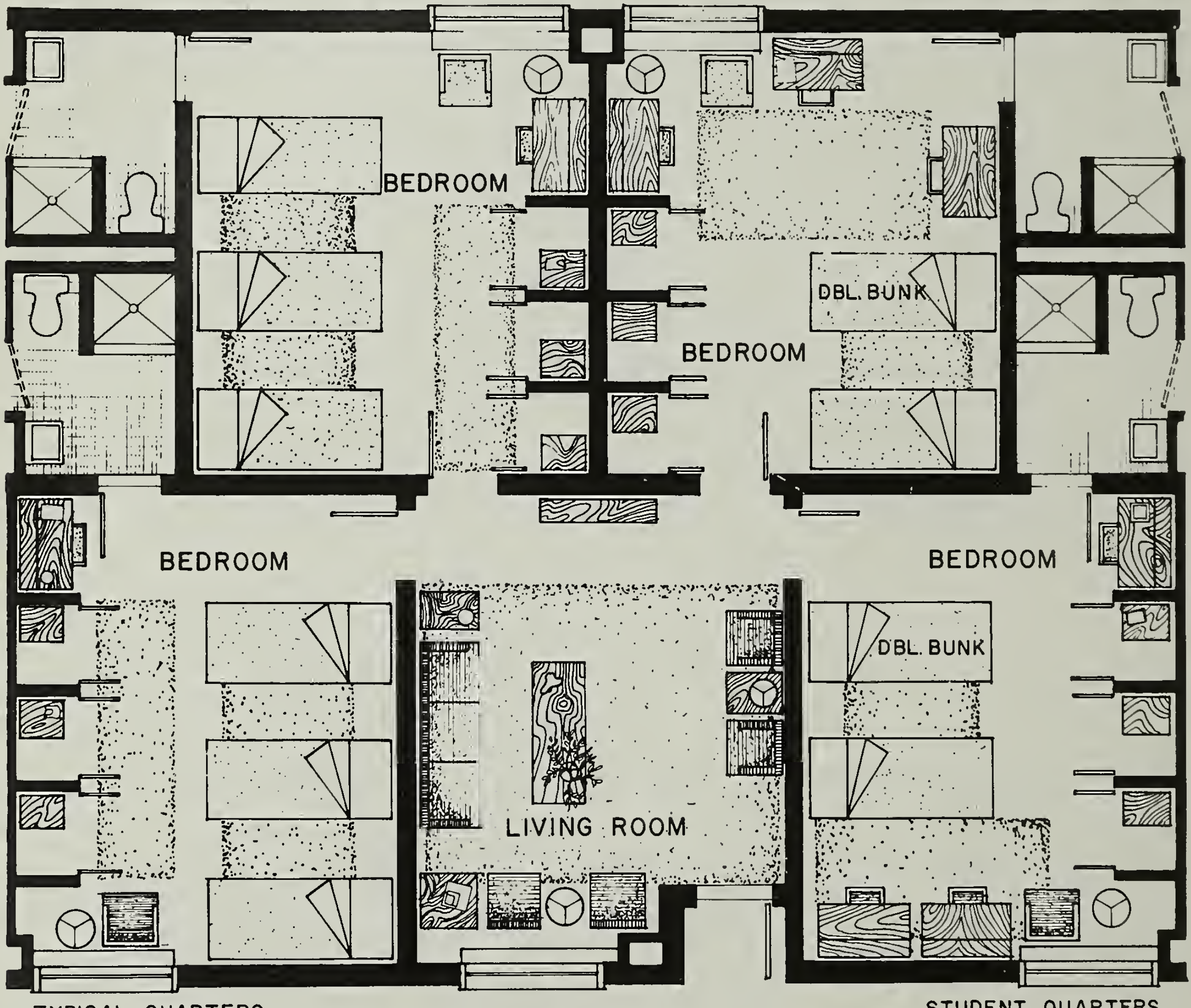
The books of federal credit unions are examined each year by examiners from the National Credit Union Administration. Following the examination, the board of directors of the credit union is provided a written report which notes any irregularities in operations and provides suggestions for improvement. In addition, the Supervisory Committee of credit unions conducts periodic internal audits of member accounts, and in the case of NFCU Washington, the committee has engaged a nationally known firm of certified public accountants to conduct the audits.

NFCU Washington also carries a $5 million surety bond which provides indemnity against direct losses through burglary, robbery, larceny, theft, forgery and other forms of dishonesty. All credit unions are required to carry surety bond coverage appropriate for the needs of the credit union.

Every feasible precaution, has been taken to shield credit union shareholders against the loss of their hard-earned savings and the credit union makes every effort to fulfill the reasons for its existence. If you are a shareholder, all the credit union does is, in a sense, help you to help yourself. A credit union, after all, is a group of people who create a source of low cost credit for themselves and their families by saving collectively and systematically. As a shareholder, you are one of that group. The credit union belongs to you.

As the result of an extensive effort by the Bureau of Naval Personnel, all members of the naval service should now be eligible for membership in some existing Navy credit union. *Generally speaking, you will be eligible for membership in a credit union in your local area.* If, however, you have been denied membership in a credit union and cannot find one that will serve you, contact BuPers for assistance by calling A/C 202-0X4-1225/AUTOVON 224-1225 or by writing to the Chief of Naval Personnel (Pers-7312), Navy Department, Washington, D. C. 20370. Be sure to indicate your duty station in any correspondence with BuPers.

From open bays to private baths



TYPICAL 12 MAN MODULE

NAVY BEQ

Old-style open dormitory barracks with large central bath facilities may soon be a thing of the past for enlisted men of the U. S. Navy and Marine Corps—if the example of the Naval Air Station, Corpus Christi, Tex., is followed. Earlier this year, 552 Navy enlisted men moved into modern apartment-style quarters in the first of a new series of many such quarters designed by the Naval Facilities Engineering Command.

Greater privacy and a homelike atmosphere are the goals of the new designs. The opening of the new barracks at Corpus Christi is the result of efforts begun in 1967 by the Navy to improve quarters for single people. The design has proven so popular that similar designs are now being used by other military services.

The first departure from the old dormitory-style barracks actually took place in 1968 when the Bethesda and Ream Field barracks were opened. The Bethesda Naval barracks featured six bedrooms surrounding a central core which contained bath, laundry and living room facilities. The Ream Field barracks employed a central core, which contained bath and laundry facilities, with 16 exterior bedrooms and a lounge.

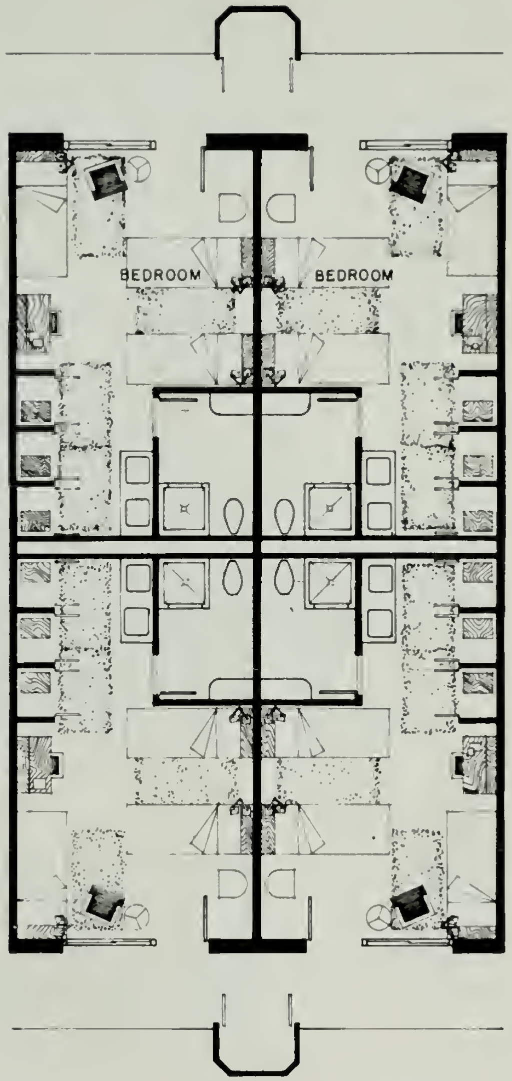
These two plans were repeated at a number of locations. The first thought in building others was merely to translate these plans to a Navy standard design. With the approval of more liberal space allowances, however, a new modular plan was developed.

This new design has four three-man bedrooms surrounding a living room. Off each bedroom is a private three-fixture bath just like in a house. The square footage allowance for housing bachelor enlisted personnel was a prime consideration, so each bedroom is suitable for three E-2s to E-4s, two E5s to E-6s, or one E-7 to E-9.

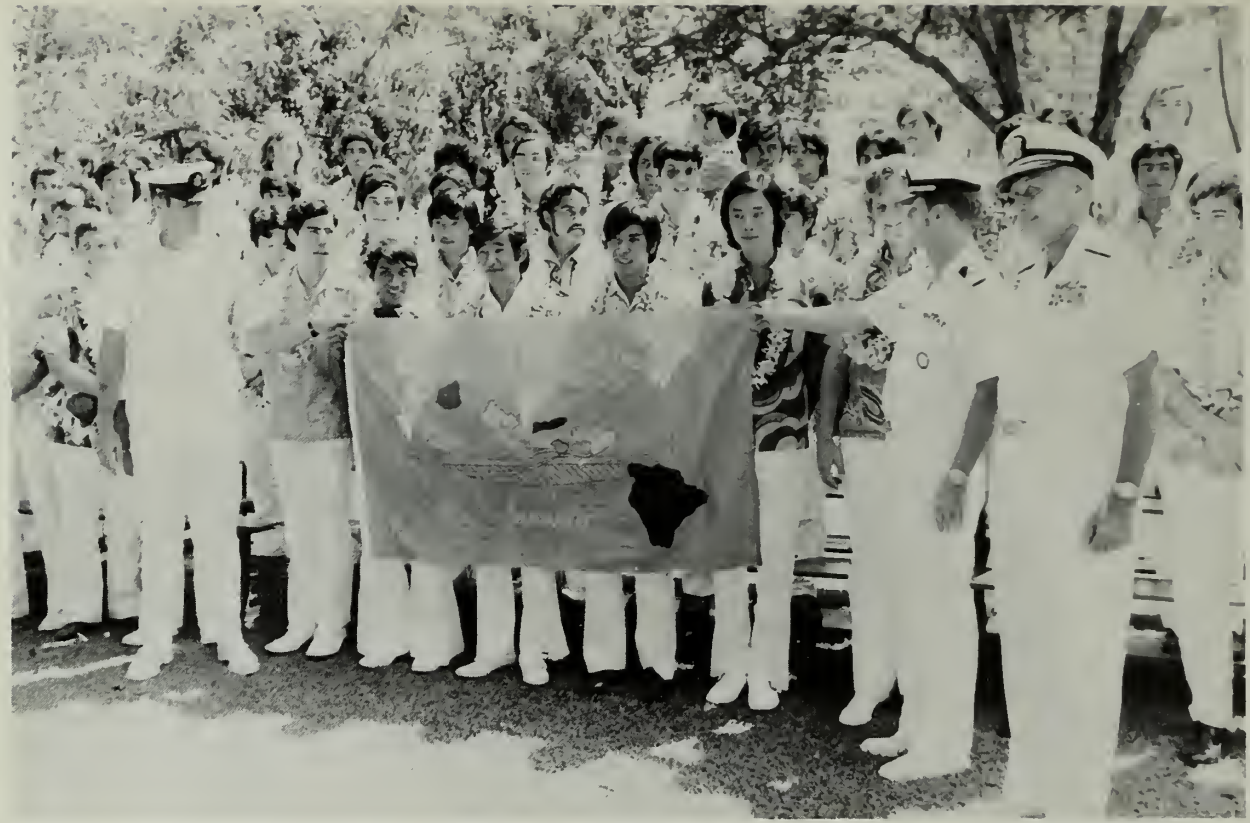
The rooms are so configured that all four bedrooms of one module have walls common with bedrooms in an adjacent module. This permits adjoining emergency firedoors between two groups of bathrooms so that escape from a back bedroom could be made through an adjacent module in case there is a fire in one's own living room. Each apartment has a private entrance off a covered exterior walkway.

In addition, architects of the engineering command are preparing a design for Marine bachelor enlisted quarters. This design calls for standard size buildings of masonry construction with three-man bedrooms and a central service area in each building. There will be a private bath for each bedroom, and the service area will have a lounge, laundry, storage rooms, vending machines, telephone and mail box on each floor, plus an office on the first floor. The new design will first be used for construction of a 576-man barracks in Parris Island, S. C.

Both the Navy and Marine Corps multi-use designs will be adapted to the locality in which each is built, and each design is complete with interior designs for pleasant, comfortable living. Last year, in addition to the 552-man BEQ at Corpus Christi, the engineering command started construction for 12,278 Navymen. This year construction has been proposed for BEQs for 8439 men and in 1974 for 5150 men.



TYPICAL 12 MAN MODULE
(SAMPLE FURNITURE ARRANGEMENT)
MARINE BEQ



ALL-HAWAII RECRUIT COMPANY

ALOHA AHOY

When 70 young men from Hawaii were given the oath of enlistment this summer by Admiral Bernard A. Clarey, Commander in Chief, U. S. Pacific Fleet, it turned out to be a landmark event in more ways than one.

The formation of the Navy's first All-Hawaii recruit company also marked the passing of the draft in the U. S. The company was also the first all-state group ever to be comprised entirely of high school graduates who have earned assignment to Navy specialized schools upon completion of recruit training.

The ceremonies on the grounds of the Iolani Palace, Honolulu, were a colorful combination of naval and Hawaiian tradition. VIPs of the State of Hawaii and local Navy commands were in attendance. The over 500 family members and well-wishers of the recruit company were entertained during the ceremonies by famed Hawaiian singer, Miss Emma Veary, and also by the CinCPacFlt Band.

Hawaii Governor John A. Burns proclaimed Saturday "a day of appreciation for all Hawaii's sons and daughters who have answered the Navy's call to see the world and serve the cause of freedom gallantly and well in war and peace."

Following the ceremonies, families and friends gave the new recruits a grand Aloha send-off at the Honolulu International Airport when the All-Hawaii Recruit Company boarded a plane for San Diego to begin seven weeks of boot camp.

The company took with them to San Diego their own flag which depicts a brown and white outrigger canoe and an outline of the Hawaiian Islands on a field of blue. In addition, they have their own motto, "Imua, A Kupaa Like" (Forward Steadfastly Together), which is also inscribed on the flag.

And to provide a finishing touch, the new recruits' company commander will also be from Hawaii, Chief Machinist's Mate Dale Scott from Lanai City.

Facing page: The All-Hawaii Recruit Company displays the company flag in ceremonies at the Iolani Palace. Left: ADM Bernard A. Clarey, Commander in Chief U. S. Pacific Fleet, administers the "oath of enlistment." Below: Noted island personalities attended the festivities. From left to right are Mayor Frank Fasi of Honolulu, Lt. Gov. George Ariyoshi, Hawaiian songstress Emma Veary, and ADM Clarey. Bottom left: ADM Clarey exchanges greetings with members of the company. Bottom right: MMC Dale V. Scott, who will be the group's company commander at boot camp in San Diego, watches over his "new company."

"KOA IKAIKA"

marine maneuvers on molokai

This story is about the 1st Marine Brigade. Although ALL HANDS is mostly "sailor" oriented, we think the photo story will be of interest to the Navy community in general to let them see something of Marine activities. The article and photos are by Photographer's Mate 1st Class Carl R. Begy, USN.

"Let him who desires peace prepare for war."—Vegetius, A.D. 375

Small beads of sweat, tinted by the powdery red dust swept from the barren earth that stretched for miles, formed pink droplets on the forehead of the Marine's sunburned face. His gaze fell upon a landscape relieved only by patchy yellow scrub grass and scattered, gnarled wind-stripped trees.

The place is Molokai, central island in the Hawaiian chain and a perfect setting for the recent exercise "Koa Ikaika."

Koa Ikaika (Operation Brave Soldier) was a training exercise involving the 1st and 2nd battalions of the 3d Marine Regiment, 1st Marine Brigade, stationed at Kaneohe, Hawaii.

The mission of the Brigade was simple – destroy the aggressor forces (they happened to be made

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MARINES

Marines ready themselves and their weapons to begin their sweep of the countryside during "Operation Brave Soldier," an exercise of the 3rd Marine Regiment, 1st Marine Brigade, Marine Corps Air Station, Kaneohe, Hawaii, near Pearl Harbor.

up of Marines from Amtrac and Communication units also stationed at Kaneohe).

Koa Ikaika gave the Marines a chance to improve training and assault techniques, evaluate the unit's operational readiness, and conduct staff exercises on the regimental and battalion level.

For more than 48 hours aggressor forces used ambushes and guerrilla techniques to try to inflict mock casualties on the Third MarDiv before the aggressor was finally cornered on a rocky hill and overrun.

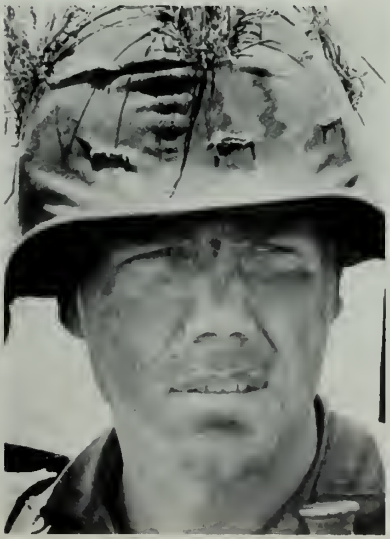
As it turned out, it was not easy going by any means. The men had not only to contend with the aggressor, but an even harsher enemy —the elements!

The scorching, white-hot Hawaiian sun drained the men's strength while the rocky terrain, steep hills and gullies added to the burdens of their packs and weapons.

But "Brave Soldier" accomplished more than raising blisters on the feet of the more than 900 Marines who sweated through the grueling days in the field. It renewed self-confidence and sharpened skills.

In praising his Marines' performance, Colonel James P. Connolly, II, commanding officer of the 1st Marine Brigade elements, called Koa Ikaika an "outstanding success."

PH1 Carl R. Begy, USN



SEA, SAND

Some like it hot. Take the guys on USS *LaSalle* (AGF 3), for instance. Since May was "firefighting month," they decided to hold a school for some of the crewmembers—only they held it in the middle of a desert, near Bahrain Island in the Arabian Gulf, where the ship is homeported.

The firefighting school was to be 9000 miles away from the nearest naval training activity, so some special arrangements had to be made. An agreement was worked out with a local petroleum company to use the firefighting field at its nearby refinery, and before long busloads of sailors were deployed across the desert with hoses, applicators, and other standard pieces of firefighting equipment.

Fighting gasoline fires under the hot Middle Eastern sun is no easy task, but by the time the classes were over, everyone had a pretty good idea how to tackle the problem. Carbon dioxide bottles and PKP extinguishers were tried out on oil spill fires. High velocity and low velocity hoses were used on several gasoline tank fires and a water-motor proportioner was used to put a layer of finished foam on a class B fire in a large circular tank.

La Salle, a former amphibious force flagship (LPD 3), was converted to a general purpose flagship in January and has been homeported in Bahrain since

AND FIRE

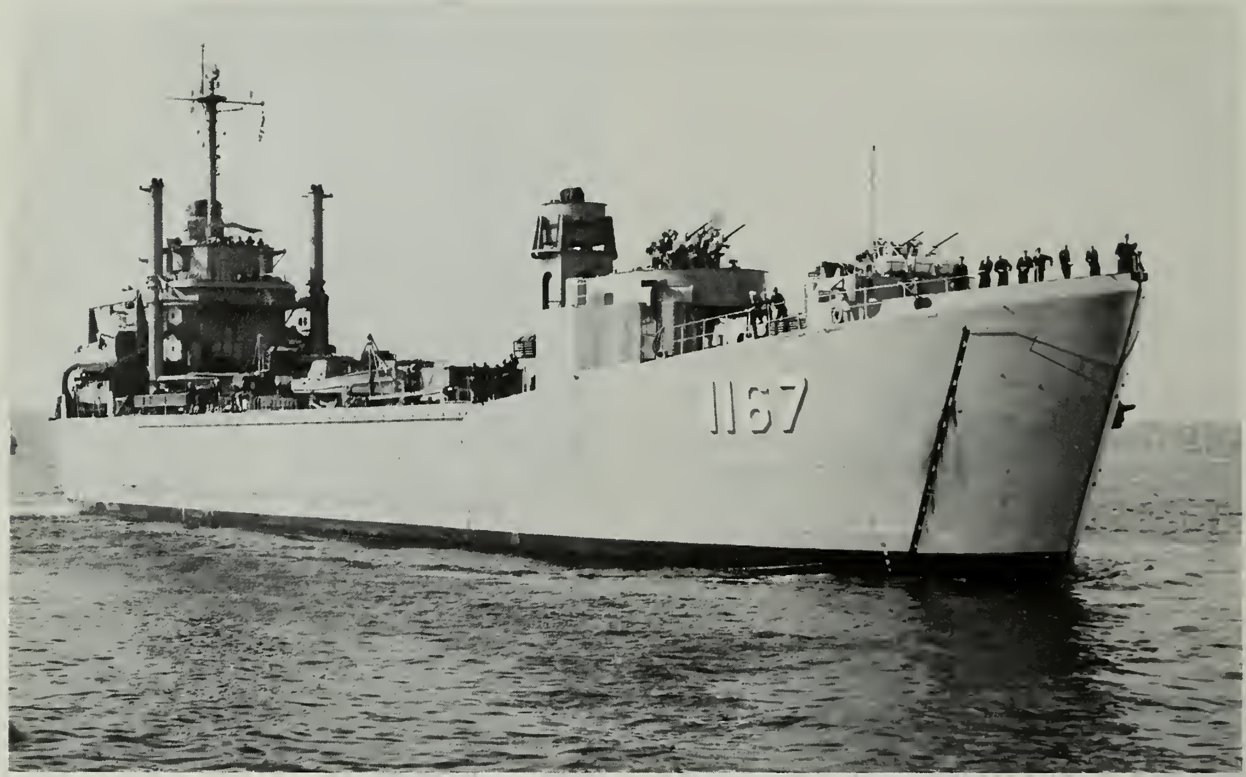
August 1972 as flagship for Commander, Middle East Force. U. S. Navy ships have been operating in the Gulf and Indian Ocean area since January 1949, when the Middle East Force was established. During the time there, these forces have worked to maintain close relationships with both industries and governments of the area.

In 1972 U. S. sailors joined the oil company's employes for four days in fighting a blaze that broke out in some of the refinery's storage tanks, causing millions of dollars of damage and momentarily upsetting shipping schedules. Several months later, the Middle East Force was involved in yet another firefighting incident when sailors from USS *Charles R. Ware* (DD 865) rescued 32 South Koreans from their blazing supertanker in the Gulf and fought a raging fire for several hours on board another tanker.

La Salle's firefighting program is part of a growing pattern of coordination and cooperation between Navy units and private concerns. As the Navy's overseas homeporting continues in the years ahead, the sight of Navy sailors fighting oil fires on a desert training field will probably become commonplace for the nearby herds of camels.

—Story by ENS H. Conway Zeigler
Photos by EM3 Bruce Bohnsack

USS Westchester Co.



"We're getting more work out of fewer men than I ever thought would be possible," said Boatswain's Mate 1st Class Henry W. Welsh, III, leading petty officer of the second division aboard USS *Westchester County* (LST 1167).

Welsh, a 10-year Navy veteran with more than three years aboard *Westchester County*, was speaking of the tempo at which he and his men had been working during the minesweeping operations in North Vietnamese waters.

The 384-foot LST was assigned to "End Sweep" as a mother ship to the 10 ocean minesweepers (MSOs) which have at various times been a part of Task Force 78. In more common terms, she is acting as the support ship for the minesweepers which are working in the area.

The primary wartime mission of *Westchester County* and other LSTs is to land vehicles and equipment on enemy shores—often in the face of heavy resistance. Ships of this class are also used for emergency casualty evacuation and the transportation of high explosives or large quantities of fuel.

However, on "End Sweep," *Westchester County's* biggest and most important job was carrying the vital surface mine countermeasures (SMCM) equipment needed by the wooden-hulled minesweepers which do not have the necessary storage space to be self-sustaining.

"It is sort of like being a full-service bank," commented Chief Warrant Officer Don V. Patino, who is the staff logistics and supply officer of the embarked Mine Flotilla One Staff.

As Chief Boatswain's Mate Joe Taylor, head of *Westchester County's* 44-man deck division, put it, "We've done everything this ship can do on this operation. We've hauled freight, refueled the MSOs, replenished their stores, and even provided a sort of at-sea liberty port for the minesweeper crews."

During the minesweeping operations, the Yokosuka-based LST provided "one-stop" shopping, laundry, postal, medical, disbursing and personnel services to the crews of the 10 "sweepers" which came alongside. And they came alongside at the rate of at least one a day. "We've had as many as five of the minesweepers alongside in one day," said Chief Warrant Patino.

According to another, the largest single item carried by *Westchester County* for the minesweepers were the huge cable reels which hold the heavy magnetic minesweeping tails—called "magtails"—used by the ships to sweep magnetic mines. The magtails put out a magnetic field of about 6000 amps, covering a sweep path of about 600 feet.

"Due to heavy use," said Chief F. A. Smith, "we had to change the magtails of several MSOs while we were out there."

"The original estimate for a magtail transfer," added Petty Officer Welsh, "was 16 hours, but we did it in a little over two hours."

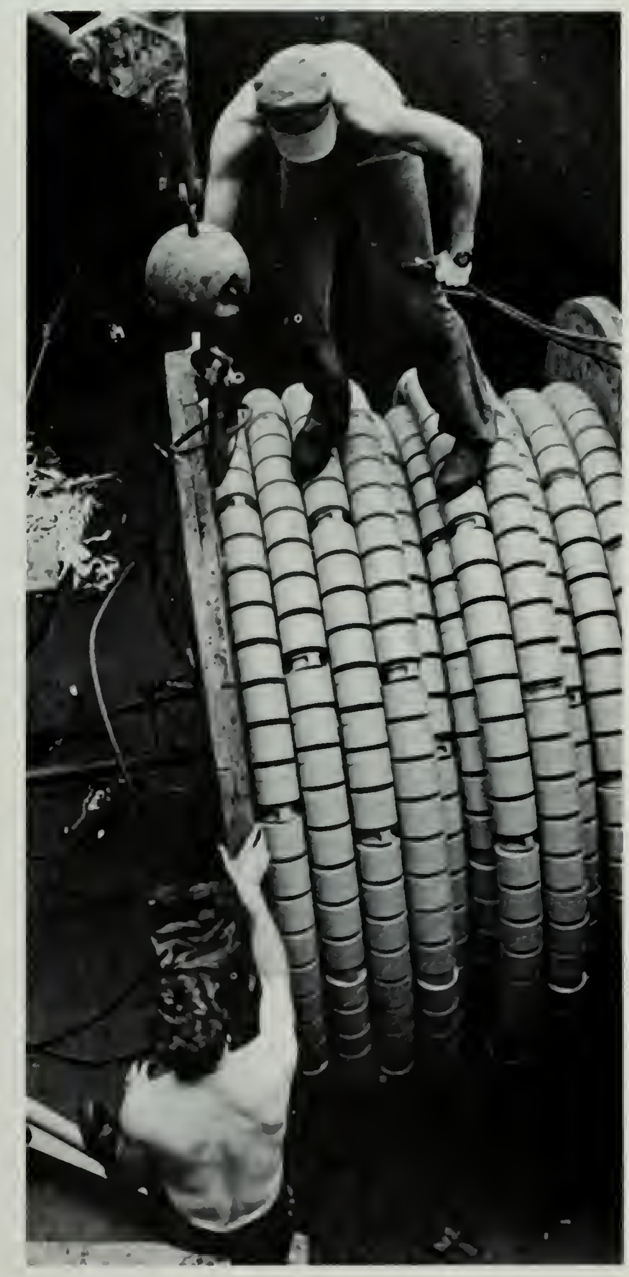
"We also stored their magnetic offload," said Chief Boatswain's Mate Smith, who is part of the Mine Flotilla One Staff. "This included a lot of personal items," he continued, "such as radios, electric shavers, and tape players—anything magnetic—which the minesweepers couldn't take into the mine fields."

Lieutenant Commander Richard Holly, commanding officer of *Westchester County*, smiled proudly when asked about the men of his ship and said, "Those guys were really thrown out there, and they came through!"

Commander Holly recalled with amusement his reaction to *Westchester County's* assignment to "End Sweep." "I wasn't at all familiar with mine warfare and countermeasures," he grinned, "and when we received orders to be part of an MCM task force, I had to ask my executive officer what the MCM operations were. We found out!"

—Story and photos by JOC John J. Gravat

Crewmen of USS Westchester County prepare to hoist a minesweeping magtail reel to the ship's main deck for transfer to one of Task Force 78's ten ocean minesweepers.



A SAMPLING: THE EVOLUTION OF NAUTICAL TERMS

WAY BACK WHEN

What's in a name? "Bill" Shakespeare once wrote that "a rose by any other name would smell as sweet." Maybe so, but what about names like scuttlebutt, admiral, forecastle and mate? By any other name they might be the same, but their histories wouldn't be nearly as interesting.

Some of the most durable expressions in the English language are sea terms. There may be a number of reasons for this. One is certainly that sea expressions are colorful and different—they're easy to say, and they may give a whole new slant on the meaning. Another may be that life at sea—and consequently the language—is less subject to change and is more isolated than life on the land. Consequently, terms like smoking lamp and doghouse (originally a nautical term) stay around for a long time.

Then there's the fact that seamen visit so many different places and are liable to pick up expressions from all over the world. In this sense they are making great contributions to the English language.

One of the most enduring sea expressions is scuttlebutt. Today we think of scuttlebutt as rumor or idle chatter—like the ship's going to deploy on a secret six-month operation in two days. A couple of hundred years ago, however, sailing vessels carried large casks which were filled with fresh water for drinking at the beginning of each voyage and at places where fresh water could be picked up.

This fresh water, by the way, was often more precious than the sailor's grog—also another naval term. The smaller casks that carried the water were known as "butts." The water was drawn from the casks with a spigot which was placed in a "scuttle" (the Anglo-Saxon word for hole). Scuttlebutt meant water cask or, later, water fountain, and since this was the place where men gathered and talked, the term was used for this conversation.

"Dog watch" derived its name somewhat differently. This term refers to two watches of two hours each, one from 1600 to 1800 and the other from 1800 to 2000. These watches were introduced many years ago to keep the same men from standing the same watches every day. Thus, the first and second dog watches, being stood by different people, split up the usual four-hour watch, and the duty hours for the entire watch were automatically shifted.

The term derived from this practice of "dodging the watch," or standing the "dodge watch." As you can imagine, it was easily corrupted into "dog watch," and has remained such ever since.

Left: In the days of wooden ships the men actually used a smoking lamp to light up. The phrase has stuck to this day.

Smoking lamp is a term not disseminated among the civilian community, but it still is used extensively in the Navy. It also had an early beginning in the days before sailors would carry cigarette lighters. They were not allowed to strike matches because of their danger on wooden ships. Lamps from which a man could get a light were hung in the fo'c'sle and other convenient places on board ship. Smoking was restricted to certain times of the day, and during those times the officers would order "the smoking lamp lit" and later "the smoking lamp out." Today there are no smoking lamps, but still "the smoking lamp is out" during times like drills, refueling or taking on ammunition.

Fo'c'sle (pronounced "foksul") is another term known to most sailors and having a long evolution. It is properly spelled forecastle, but even that is a contraction of the two-word term "forward castle." It all started sometime in the 13th and 14th centuries when huge wooden castles used to fight from were placed fore and aft on Hanseatic ships. Similar in shape to the towers used by feudal lords to defend their castles, these soon became known as both the forecastle and aftercastle.

In the days of Columbus, ships continued to be fitted with these structures, with the crew living in the forecastle and the officers quartered in the aftercastle. Though the word aftercastle has disappeared from use, the forecastle has survived. Today it refers to the same general part of the ship as the original "forward castle" and in merchant vessels it is the forward part of the ship where the seamen today live either below the main deck or in a compartment above the deck.

Another naval term with a surprising and interesting history is "son of a gun." It's used as an assorted form of address in civilian life, but it began at sea. In the enlightened 18th century British Navy, sailors in certain rates (usually gunner's mate and quartermaster) were allowed to take their wives on board ship with them. Son of a gun was the term used to refer to children of the tars and their mates, often born alongside the guns—which were often fired by order of the captain to help a woman in labor. As you can imagine, there were a lot of children born a little early during battles.

Ranks and titles provide us with some more interesting history. For instance, admiral – which stems from the Arabic phrase "Amir-al-Bahr" meaning "Commander of the Seas"—wasn't given to anyone in the United States Navy until just over a hundred years ago. And it didn't become an official rank until 1862 (Rear Admiral). The early Congresses felt that the title of admiral was too reminiscent of monarchy and aristocracy. Christopher Columbus was entitled "Admiral of the Ocean Seas" and his direct descendant in Spain still carries that title. But for Americans the title of the senior officer of the Navy—named by Congress in 1775—was the commander in chief of the Fleet.

His name was Esek Hopkins, and he commanded all the ships the Navy had then. When he resigned, his title went with him. Then came a series of various ranks designating the Navy's top officers. In 1799 there was "master commandant," and in 1837 that was changed to "commander." Others used at varying times and places were "senior flag officer" and "commodore." The latter was said to have been created by the Dutch during a war with England in 1652. They were in need of admirals, but were short of money. They thus got their flag officers at half the pay of an admiral.

David Farragut ("Damn the torpedoes, full speed ahead!") was

WAY BACK WHEN

given the rank of admiral in 1866. George Dewey had the title of "Admiral of the Navy," a special rank authorized by Congress after his victory in the Spanish-American War. He was to hold it for life, and it would expire on his death.

While the word midshipman usually applies only to the men of the U. S. Naval Academy and NROTC units today, that's not how it started out. The title first belonged to youngsters on board British ships who were charged with duties of carrying orders from the officers to the crew. The young trainees, or midshipmen, were berthed midships and from this the name was derived.

"Middies"—as they were nicknamed—sometimes began their careers as early as age eight, and often they became distinguished officers. Today midshipmen is the term for officer candidates for both the British and American Navies.

For a switch, ensign is now a purely naval term that was commandeered from the army. It comes from the Norman expression meaning flag, and even today the word is synonymously used with flag. As a title, the term dates back to the days when it was customary for privileged squires to carry the colors of their masters into battle. These young men were known as ensign bearers and later just ensigns. The French navy was the first to borrow that title from the army, but it wasn't until 1862 that the U. S. Navy conferred the title officially on those men previously known as "passed midshipmen." These were the ones awaiting promotion to lieutenant.

Which brings us to lieutenant. The word is of French origin; lieu meaning place and tenant meaning holding. In ancient times, estate owners would be represented in the royal forces by one of these lieutenants – that is, they were "holding their place." Later, the word was used for the officer in charge in the absence of a superior, and he was designated "First Lieutenant."

When the U. S. Navy began, First Lieutenant was like today's executive officer, second in command of a ship. Today, of course lieutenant is a formal rank, while first lieutenant designates a duty, usually that of a ship's deck officer serving under the gunnery officer.

Another title carried over from the past is the word "mate." Originally "master's mate," he was the first or chief mate of a vessel. In 1815 the chain of command of a ship went something like this: captain, lieutenant, master, master's mate, boatswain, gunner, carpenter, and midshipman. The mate was something resembling a warrant officer, but he was not in line of promotion—mainly because he was a civilian. These men handled the ship, but usually they took no part in the fighting.

Within 30 years the use of master's mate began to die out, and although it had a brief revival during the Civil War, by the end of the 19th century, it was gone. Today the word is used to designate some particular enlisted rating, such as machinist's mate and photographer's mate.

With its recent addition to the Navy's enlisted rating structure, the title "master-at-arms" has gained new significance. It is anything but a new term, however. Records show the title goes back to the Royal Navy of Charles I (1642-49), although at that time they were called sea corporals.

In those days the master-at-arms was the keeper of all swords, pistols, carbines, muskets and other small arms. His other duties—and he had a lot of them—included seeing that the bandoliers were filled with fresh powder before going into action. They were considered a kind of chief of police for the ship, and they had to be experts at close-order fighting under arms. Too, they led the drills under arms for the seamen.

The new MAs in today's Navy will be in charge of much of the Navy's investigative work and will also be responsible for a lot of the security for ships and stations.

By way of decoration, the highest award that anyone in the Navy—seaman, mate, lieutenant or admiral—can receive is the Medal of Honor. It hasn't always been that way, however. The Medal of Honor was established in 1861 and given exclusively to Navy and Marine enlisted men. It was the first decoration formally authorized by the government to be worn as a badge of honor. A similar medal was set up for the Army the next year.

In 1863 the provision establishing the medal was expanded to include officers as well as enlisted men. Unlike other medals and awards, the Medal of Honor can only be given by an act of Congress. It is presented by the President in the name of Congress, and it can only be awarded once, no matter how many brave acts an individual performs.

During time of war, a more frequently received medal is the Purple Heart. Established by General George Washington in 1782 and originally call the Badge of Military Merit, it is this nation's oldest known continuing award for valor and service.

The award was first made of purple cloth edged with white lace or binding and sewn on the left breast of the tunic, just over the heart. That, of course, is how its latter-day name evolved. Use of the award died out in the 19th century, though it was never formally abolished. On the 200th anniversary of Washington's birth, 22 Feb 1932, it was announced that the Purple Heart would again be used as a fitting memorial to the general's memory. The present Purple Heart is a bronze and enamel medal awarded to all military personnel wounded or killed as a result of enemy action.

The Good Conduct Medal is another one of those awards that has been around for a while and has something of a checkered past. It was first handed out in 1888, although some say it started 23 years earlier as the honorable discharge badge. It was a fouled anchor patch that a man could wear on his left sleeve, demonstrating to all that he had served his country with "fidelity, zeal and obedience."

Above: George Dewey was an admiral before it became an official U. S. naval rank in 1915. Left: A passed midshipman in 1852. This designation slowly evolved into ensign.

In 1870 this award officially received the title of "Good Conduct Medal" and consisted of a nickel Maltese Cross bearing the words "fidelity, zeal and obedience" in the center and the recipient's name on the back. Some 18 years later these medals were called in and canceled, and the present award was issued. In 1902, receiving the Good Conduct Medal meant an extra 75 cents a month, but the additional pay ceased 20 years later.

At the first of this article, we quoted a somewhat more famous writer's rhetorical question, "What's in a name?" While that question hasn't been answered completely here, we've proved that at least it's a pretty good question—and it can provide interesting results if you ask about Navy terms.

TAFFRAIL TALK

The christening ceremony which took place last July on the mole pier at NAS San Diego was an uncommon event by almost any standard. The woman wielding the traditional bottle of champagne against the craft's bow was the 1973 San Diego Seabee Queen, Navywoman Mary Davidsaver. The craft being bathed in bubbly was a *Self-Propelled Floating Pile Driver* which had been constructed by the San Diego Navy Public Works Center Transportation Department. It was scheduled for use within the PWC Maintenance Department.

A self-propelled floating pile driver is something rarely seen either in or out of the Navy. At San Diego, the craft's mission will be the upkeep and repair of about 11 miles of piers aboard or associated with the naval installations in the San Diego area.

The basic craft used in the pile driver's construction was a 500-ton barge 80 feet long and 32 feet wide. A 50-ton crane was installed on the main deck where it shares space with a deckhouse serving as storage space and as the crew's dining area.

The pile driver is powered by two 110-horsepower diesel engines and can travel to and from its work location on its own—a feature which the Navy expects will save both time and money.

Hatchways were cut in the deck for access into the hull where the engine room, air compressor and other equipment for driving piles are located.

Everyone in the Public Works Department was glad to see the new equipment. It replaced the 25-year-old, steam-operated pile driver which had formerly been used by the center. The old equipment had become costly to maintain and required the services of a full-time boiler tender to maintain steam for its operation. About an hour was formerly required to get up a sufficient head of steam for operations. The new pile driver, on the other hand, is ready to go at a moment's notice.

* * *

Signs of the times: The Navy is getting its first female Hull Maintenance Technician (HT). She is FN Irene Catherine Higgins, USN, who has just graduated from HT "A" School and will be assigned to New London, Conn.

* * *

Something to look for in future issues of ALL HANDS will be JOC Marc Whetstone's reports on this year's rifle matches—the first such comprehensive log on these events to be run in this magazine in some time. Marc, an ALL HANDS staffer, landed a spot on the 1973 All-Navy team and he's taken part in matches at Patuxent River and Norfolk, besides the all-state in Tennessee and the nationals in Ohio.

Now Marc has something else to shoot for—another target, zeroing in on this year's matches for our readership.

The All Hands Staff

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RIGHT: ANTICIPATION—LT F. M. Dudine, Flight Deck and Aircraft Handling Officer aboard USS Guadalcanal (LPH 7) keeps a watchful eye skyward as he awaits his returning aircraft. Photo by PH2 Rick Boyle.

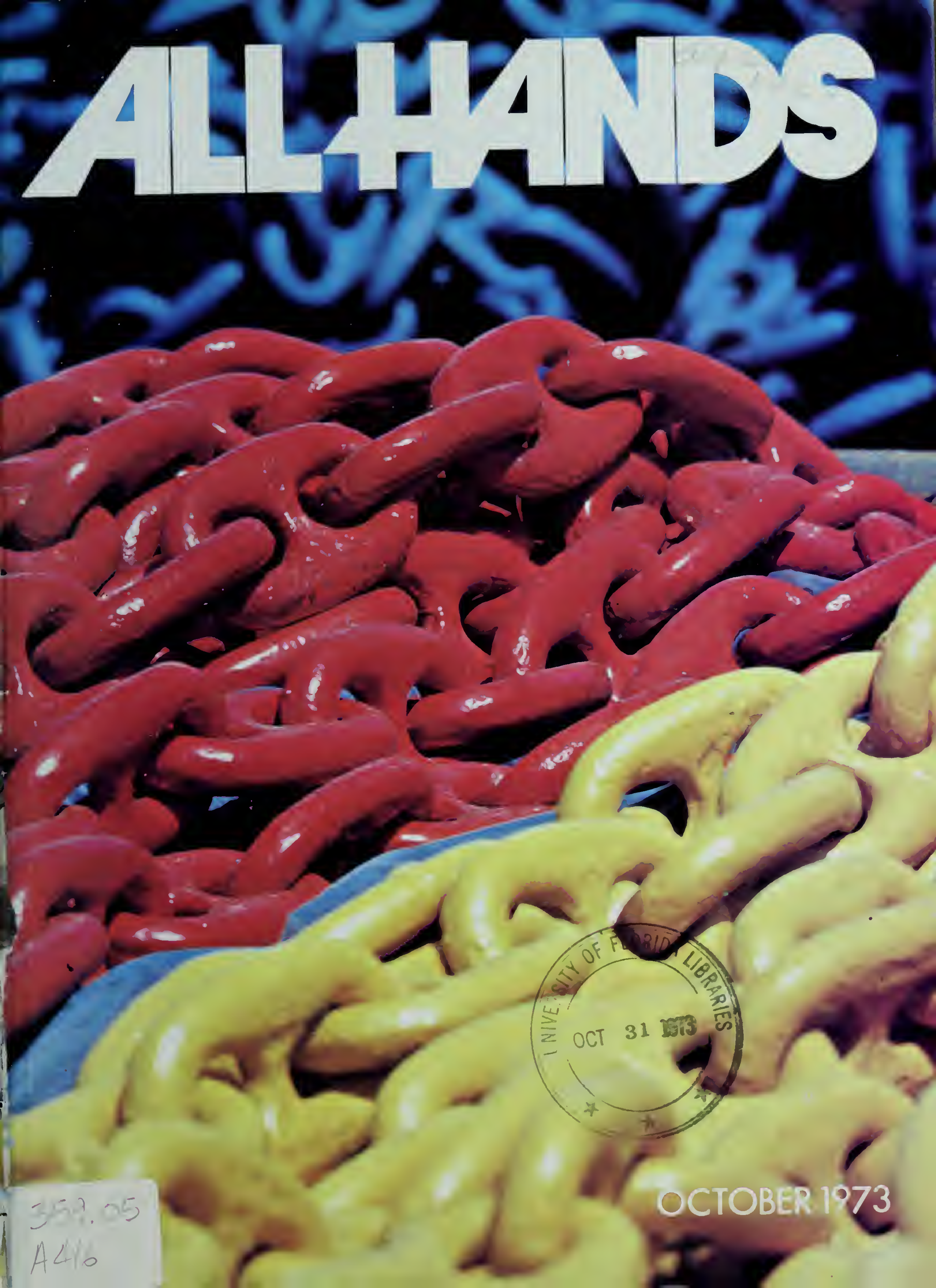
FLIGHT DECK:

Night Operations

those magnificent men in their flying machines ......

NAVAL AVIATION 1911 - 1973

ALL HANDS



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- **FRONT COVER: ANCHOR CHAINS** in the Pearl Harbor Naval Shipyard. Photo by PH1 Carl R. Begy, USN.

- **AT LEFT: AMERICA, THE BEAUTIFUL**—The attack aircraft carrier USS America (CVA 66) cruises the calm waters of the Atlantic. Photo by AN Charles J. Maas.

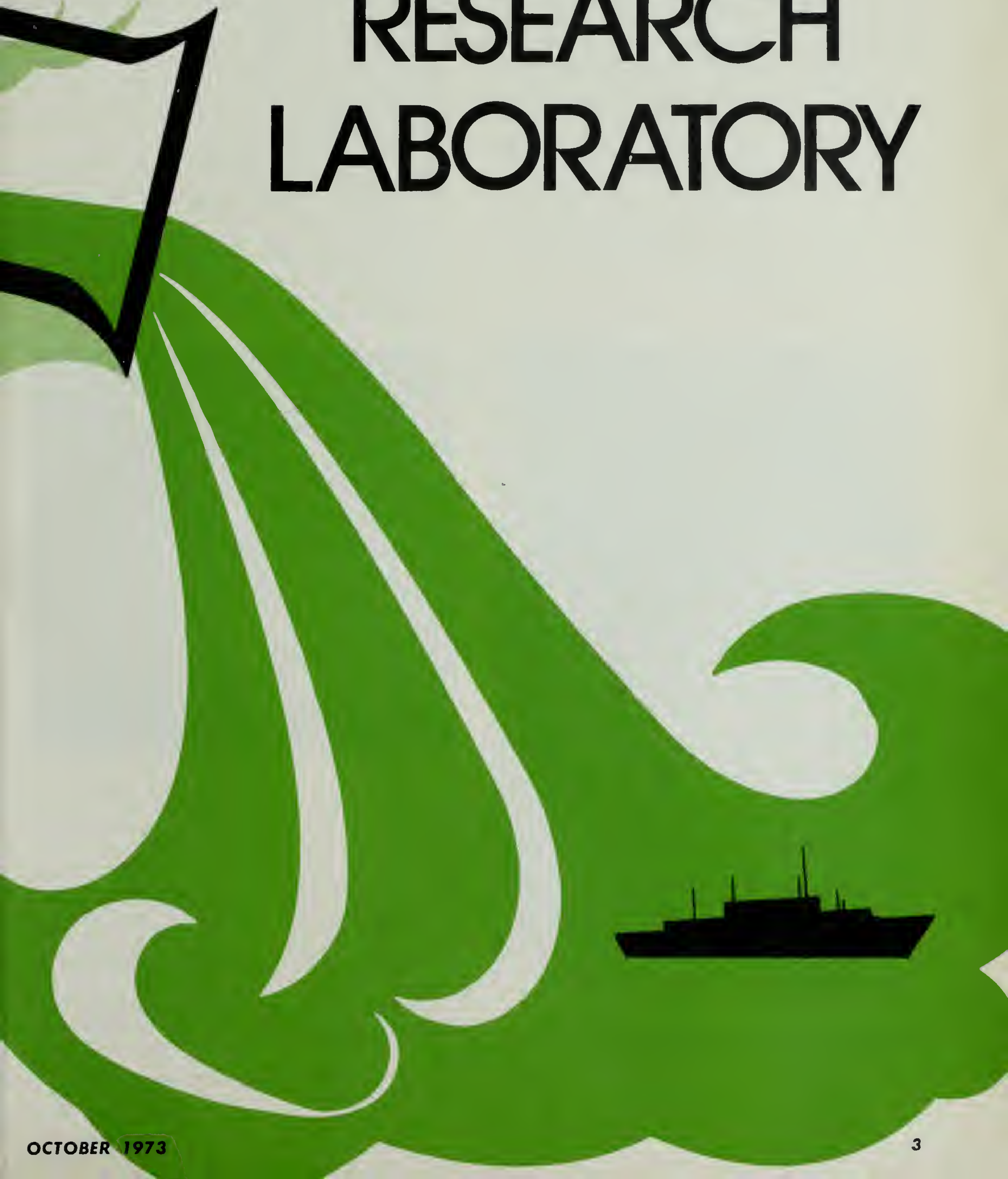
A fleet of U.S. Navy ships fueled by seawater for all its energy needs — completely protected from saltwater corrosion and marine growth and electronically aware of its world through a total package of reliable real time communications, surveillance, navigation! Sound like a tripped-out dream of some funky science fiction writer?

Well, it's not quite as far out as it might sound. Actually, this element of the dream represents a real goal of one or more projects now underway at the Naval Research Laboratory in Washington.

The laboratory is exploring ways to harness the energy of the hydrogen bomb by joining (fusing) the cores of two chemical elements readily available in seawater. Achievement of this process, commonly called controlled fusion, is the aim of nuclear scientists the world over, since it would provide virtually unlimited power not only for ships but for all kinds of urban and industrial needs as well.

NRL chemists have already developed a variety of

NAVAL RESEARCH LABORATORY



chemical coatings that resist marine corrosion and fouling far longer than commercially available materials and they are continuing to advance the state of the art of these special technologies even further.

The Naval Research Laboratory has been called the birthplace of radar in America (it received a $100,000 appropriation from Congress in 1935 for that specific purpose). It was only natural, therefore, that the laboratory's electronics engineers should continue to pursue the capabilities of their offspring well beyond its recognized applications and into areas that are considered strategically sophisticated even today.

Let's take a brief look at the origins of the Naval Research Laboratory itself. NRL was the brainchild of America's most famous inventor, Thomas A. Edison, who headed the board which planned the lab's mission, staff and facilities and helped convince Congress that funds should be appropriated for the institution's construction and operation. It took eight years, from 1915 to 1923, for Edison's project to become a reality. But on July of that year— just 50 years ago—the Naval Research Laboratory was formally dedicated to the mission its name proclaims.

During the first few decades of its existence, NRL earned an enviable record of achievement. It is, for example, credited not only with the development of radar, but also of countless other beneficial advancements in electronics, chemistry, oceanology, metallurgy, space sciences and related technologies, beneficial not only to the Fleet but to civilians as well.

A review of the full tabulation of NRL's achievements in its first 50 years would read like a technological shopping list from the entire gamut of man's physical existence from cryogenics and "light water" firefighting chemicals, to teflon and cosmic ray physics. (For a partial list of NRL achievements see box.)

But, true to the classic mold of its science and scientists, the past at NRL is indeed considered prologue. It is today's needs and tomorrow's answers that most concern the vast team of NRL scientists, engineers and technologists.

While many Navy laboratories concentrate their efforts in specific areas of naval warfare or technology, NRL addresses a broad spectrum of the physical sciences and engineering in its research programs with the aim of fostering the subsequent development of improved techniques, systems and equipment. These enhance the Navy's capabilities from the depths of the oceans to outer space. That's one reason why NRL is often called the Navy's "corporate laboratory."

Above, right: Radio telescopes located at Maryland Point, Md. used by NRL scientists in studies of radio astronomy.

Here is a list of the more salient results of NRL's research:

- It was NRL scientists who discovered the "skip distance effect" of radio waves. This is the very foundation of modern wave propagation theory.
- NRL was the first to demonstrate radio-control flight of a pilotless aircraft and the first to detect flaws in cast and welded steel through gamma-ray radiography.
- The lab's researchers developed the liquid thermal diffusion process for separating uranium isotopes for the first atomic bomb.

In keeping with Edison's original concept of operation, the laboratory is staffed primarily with civilian scientists and engineers under the direction of a senior naval officer and a small cadre of military managers.

The laboratory's broad-based interdisciplinary research and development programs are guided by a senior scientist who serves as overall director of research. To facilitate management of such diverse scientific efforts, four broad research areas have been established: electronics, space science, materials and general sciences, and oceanology.

Electronics—NRL's activity in this realm covers the entire electromagnetic spectrum. To improve the Navy's capabilities in radar, electronic warfare, communications and navigation, its researchers probe the fields of electron physics, electromagnetics, microwaves, solid state devices, satellite communications and other signal systems and radar technology.

Space Science and Technology—In their efforts to determine useful applications for the Navy of the above-the-sea environment, scientists in NRL's Space Science and Technology area conduct research in upper air physics, astronomy and astrophysics. As a result of its accomplishments in these areas, NRL has been recognized as the Navy's leading laboratory in space science technology. This portion of the lab is also involved in theoretical and experimental plasma physics research (including investigating the physics of fusion for controlled thermonuclear reaction for power applications), solar celestial and extragalactic emission studies and various applications of satellites and other space systems for the Navy.

Materials and General Sciences—In its Materials and General Sciences area, the Naval Research Laboratory carries on a broad interdisciplinary program of fundamental and applied research which ranges from the basic structure of matter through phase boundaries of solids, liquids and gases, incorporating expertise in chemical physics as well as physical, organic and inorganic chemistry. Scientists in this area are also deeply involved in programs encompassing quantum and applied optics, military optical systems, laser physics and a wide variety of nuclear sciences.

Oceanology—In this field, NRL's scientists conduct theoretical and experimental research programs into the ocean environment, including acoustics, propagation and scattering, environmental prediction, surveillance system concepts and systems analysis. They study the physics, chemistry, geology and biology of the oceans and develop and apply specialized equip-

- They provided the preliminary engineering designs for the first nuclear submarines.
- NRL was on hand when the United States entered the space age by conducting the first rocket-borne experiments in astrophysics in 1946.
- The lab designed, developed and launched earth's most enduring man-made satellite, *Vanguard I*, which has been in orbit since 1958.
- It was NRL scientists who devised over-the-horizon radar, permitting the detection of moving targets at great distances; and they extensively advanced echo-ranging sonar and other underwater acoustics.

Above, left: NRL in its infancy in 1923 with only six buildings. Above: The control panel for the Apollo Telescope Mount.

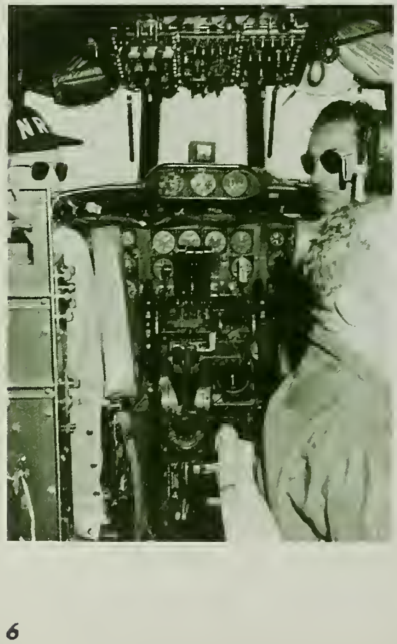
ment, instrumentation and techniques for conducting antisubmarine warfare as well as ocean and ocean-floor operations. Practical results lead ultimately to improvement in the design and effectiveness of naval equipment, materials and systems.

In its investigations of broad scientific areas, in considering its findings for potential military applications, and in furnishing to the Navy Department expert consultative services relating to science and military systems, NRL provides a central focus of research and development activity that supports the entire Navy. The laboratory's scientific and technical liaison staff conducts an active program of information interchange with the Fleet through field trips to seek out firsthand the real needs of operational Fleet units. When NRL findings and capabilities have borne fruit in particular areas, the results are made known to and used by not only the Navy, but also the entire Defense Department and other agencies of the government as well.

NRL is also an internationally recognized center for the presentation and exchange of ideas among the most eminent members of the global scientific community. It has earned a unique reputation as a national asset because of its technological contributions to enhancing the national standard of living.

Primarily, however, the thrust of NRL's charter is the search for and discovery of new knowledge, the application of this knowledge in challenging the broad spectrum of Navy problems and the development of capabilities to ensure a superior U. S. Navy in the future.

Below: NRL's Flight Detachment flying a scientific mission. Right: NRL developed this foam concentrate for fighting gasoline and jet fuel fires. Above, right: Dr. Donald M. Packer working on Skylab Study.



NRL's Half Century of Progress

In the accompanying story, ALL HANDS has discussed a number of the accomplishments achieved in its first half-century by the Naval Research Laboratory. They include its early achievements in radar and sonar. For example, NRL scientists first observed the radar phenomenon in the early 1920s, when a ship passing between a transmitter and receiver on a cruise up the Potomac caused a "signal interference." This led to intensive studies of radio detection techniques and, in 1937, to the design of an ultrahigh frequency radar for sea trials. Here are some other firsts achieved by NRL:

- 1923—Conducted the first radio-controlled flight of a pilotless aircraft.
- 1926—Formulated and published the theory of the "skip distance" effect of radio waves, which is the foundation of modern "wave propagation" theory.
- 1933—Developed gamma-ray radiography—this revolutionized the inspection techniques used to detect flaws in cast and welded steels.
- 1939—Developed the liquid thermal diffusion process for separating uranium isotopes and produced some of the material used in early atomic devices.
- 1943—Designed the first "antiprecipitation static devices." These have greatly improved the reliability of aircraft radio communication and navigation under severe weather conditions.
- 1945—Developed nonflammable hydraulic fluids.
- 1946—Drew up a preliminary engineering design and recommendations for adapting nuclear power for submarine propulsion.
- 1946—Conducted the first rocketborne astrophysical experiments, an important step in the era of space exploration.
- 1951—Designed and installed the world's first large (50-foot diameter) precision radio telescope.
- 1952—Developed long-life, high-visibility paints for many uses, including application to aircraft to reduce the chances of collisions and to facilitate searches for downed crews.
- 1955—Began Project *Vanguard*—the United States' initial satellite program and the second U. S. satellite in space. *Vanguard I* is still gliding in space—the longest flight in history of a vehicle created by man.
- 1955—Designed and built the United States' first electron microanalyzer. This is used in *investigating the very basic structures of matter.*
- 1950-1956—Devised methods and instruments for purifying confined atmospheres so that nuclear submarines and manned spacecraft could remain habitable for long periods of time.
- 1946-1960—Developed reliable test and evaluation procedures that led directly to the production of higher strength and lighter weight materials for the construction of ships, submarines, rockets, and space vehicles.
- 1950-1960—Developed the cathodic protection system for ships, allowing our vast mothball fleet to rest in floating storage for years without danger of hull destruction through electrolytic corrosion.
- 1960—Developed the world's first operational space radio circuit, which has provided reliable, long-distance communication via moon relay to ships at sea.
- 1961—Proved, by means of an artificial earth satellite, that very-low-frequency radio waves penetrate the ionosphere.
- 1964—Developed fire-inerting "light water," which seals the surfaces of highly flammable fuels and prevents the ignition of their vapors.
- 1967—Achieved world's lowest temperature, 0.2 microdegree absolute (−459.67 degrees F.), in the nuclei of a bundle of copper wires by means of a two-stage magnetic cooling process.
- 1967—Developed a satellite navigation system that enables a ship or aircraft to obtain continuous, highly accurate fixes of its position anywhere in the world and in any kind of weather.
- 1968—Initiated X-ray fluorescence analysis, which permits the rapid quantitative measurement of all but the four lowest atomic-number elements of any liquid, solid, or gas.
- 1964-1970—Located and photographed the lost nuclear submarines *Thresher* and *Scorpion* and the French submarine *Eurydice;* assisted in locating and recovering the H-bomb lost off the coast of Spain; and located, photographed, and aided in recovering the sunken submersible *Alvin.*
- 1942-1971—Produced a large family of synthetic lubricants and protective coatings that have provided improved performance in a wide range of environments.
- 1948-1971—Devised means for receiving radar signals over the curvature of the earth, permitting the detection of moving targets at great distances.
- 1963-1971—Pioneered the development of rocket and satellite X-ray astronomy and by these techniques provided much new knowledge about the nature of radiation from stellar gases in our galaxy and the universe.

It's a family tradition...

HAPPY BIRTHDAY, NAVY!

Photo by PH1 Donald F. Grantham

1775-1973

Ever since the days of the first "Jones' boys" it has been people and teamwork which have been the makings of the U. S. Navy. And that goes a long way back. In fact, there was a U. S. Navy even before the United States itself was a reality.

John Paul Jones is undoubtedly the most famous of the Jones' boys that have been associated with the Navy since the American Revolution. It's easy to understand why. It was John Paul Jones who, as captain of the *Bonhomme Richard,* when called upon to surrender by the commanding officer of the British warship *Serapis,* replied, "Surrender!? I have not yet begun to fight!"

This month, on 13 October, the Navy is celebrating its birthday, when it will reach the youthful age of 198 years. The theme of this year's celebration will be "Navy birthday, a Family Tradition."

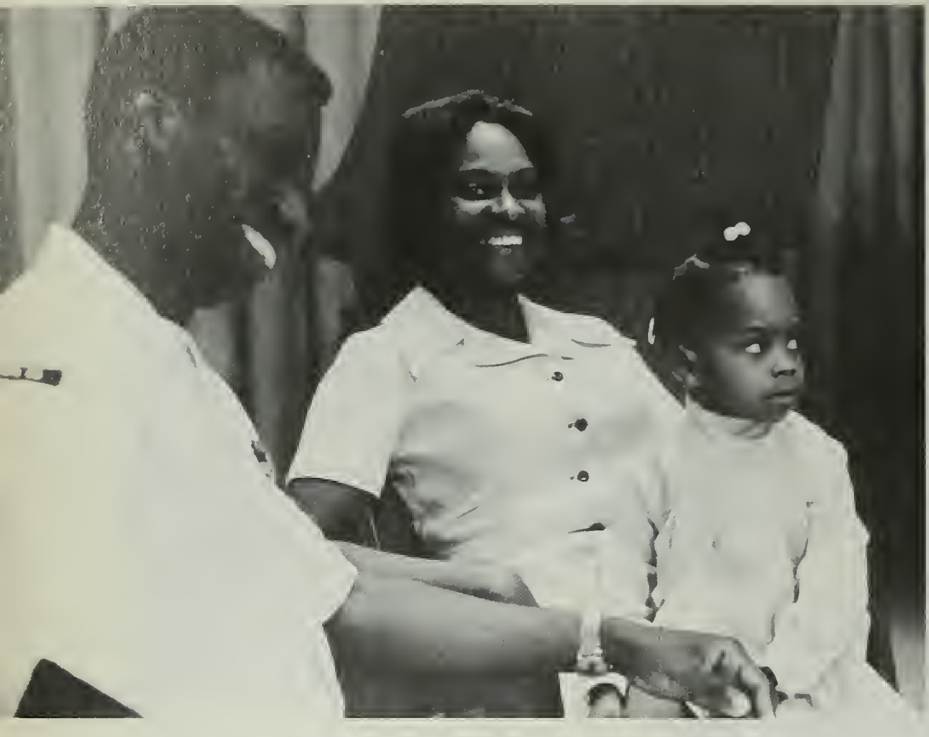
The idea is to render a salute to the whole Navy family, men and women, Regular and Reserves, civil service workers, shipyard employees, retirees, Navy wives and Navy juniors. All of them together carry on a tradition which began during the early days of the American Revolution.

The Navy's birth, like the American Revolution, did not happen overnight. The first naval battle involving the Americans and British, for example, occurred in May 1775, when a Yankee lumberman named O'Brien and some 40 loggers boarded a British sloop and took her over. Then, early in October 1775, British warships attacked the tiny fishing village of Falmouth, Maine. The Continental Congress, reacting to this attack, voted to establish a committee to handle naval affairs—the great-great-grandfather of today's Navy Department—and authorized outfitting two ships. The date was 13 October 1775.

Meanwhile, General George Washington was recruiting his own small fleet of privateers to send out against the Royal Navy.

Since then, naval history has been rife with names such as Porter, Decatur, Wainwright, Perry, Farragut, Dewey, Halsey, Nimitz and others. All these have recognized the value of the seas and seapower to the security of the nation. They also recognized the value of teamwork by the Navy "family."

For more news on individual members of today's Navy family, see the following pages.



SAILORS OF THE YEAR

...the best

Being the best there is has always been a part of the American character and of American actions as a nation. That desire to be Number One has often been the sole incentive for many of this nation's most notable deeds. That's why being selected "Sailor of the Year" is such an honor—it represents the best you can find in today's Navy.

As in years past, the honor was conferred recently on three outstanding young men: Quartermaster 1st Class (now QMC) Talmadge W. Bohannon, Aviation Structural Mechanic 2nd Class (now AMS1) Leon Walls, and Electronic Technician 1st Class (now ETC) Terry Sullivan. They were selected as Pacific Fleet, Shore, and Atlantic Fleet Sailors of the Year, respectively.

With their selection came meritorious advancement to the next higher pay grade for which they could meet the time-in-grade requirement, a trip with their dependents to Washington for ceremonies with the Secretary of the Navy, and five days' rest and relaxation with their families at a location in the continental United States. These men also have the option of a tour of duty with their respective fleet master chief petty officers or, for the shore sailor, duty with the Master Chief Petty Officer of the Navy.

Just what does it take to be a Sailor of the Year? A closer look at the careers of these three men can give us some idea.

Petty Officer Bohannon has been in the Navy for 10 years. During that time he has served with USS *George K. Mackenzie* (DD 836), Underwater Demolition Team 12, SEAL Team One, and Underwater Demolition Team 11. Much of that duty was spent in Vietnam where he compiled a long list of awards and citations. He has held jobs ranging from the deck force to the *Apollo 17* Recovery Team.

His last assignment—the one with UDT 11—is a good example of what it's been like to have Bohannon around. According to his commanding officer, Bohannon drew "from his previous diversified ex-

there is

perience" and proved himself a "valuable asset" to the command.

"Having returned from a 10-month deployment with his Western Pacific detachment in Amphibious Ready Group Bravo, QM1 Bohannon was immediately chosen as the leading petty officer for the *Apollo 17* UDT Recovery Team," his recommendation states. "For his assiduous efforts while deployed, he was awarded the Combat Action Ribbon and recommended by his command for the Navy Achievement Medal. After its flawless performance in recovering the *Apollo 17* astronauts, the UDT Recovery Team was recommended for the Navy Unit Commendation by CTF 130."

That's not the first time that has happened. Among his many other awards, Bohannon has two unit commendations to his credit, one Presidential and one Navy. Both of these were received when he was with SEAL Team One in Vietnam. His citation for the Bronze Star reads like something out of a Stephen Crane novel. One particular combat incident occurred in January 1968, when Bohannon's squad attacked an enemy resupply sampan. As a 12-knot current began to sweep the sampan away, Bohannon jumped into the snake-infested waters and recovered the sampan, thus saving certain valuable documents as well as supplies and weapons.

"Petty Officer Bohannon's sense of responsibility, devotion to duty and exceptionally courageous behavior were in keeping with the highest traditions of the United States Naval Service," the citation concludes.

On another occasion when a helicopter gunship was being prevented by heavy enemy ground fire from making a landing to extract a patrol with a Viet Cong prisoner, Bohannon maneuvered his patrol within 50

Sailors of the Year and their families. Left: AM2 Leon Walls with his wife, Rasezena and daughter LaTasha. Center: QM1 Talmadge W. Bohannon and his wife, Anne Marie. Right: ET1 Terry M. Sullivan with his wife Martha Charlene.

yards of the enemy position and took them under fire with rockets. The surprise maneuver permitted the helicopter to land and safely extract the patrol.

For this he earned the Navy Commendation Medal with Combat "V". Other awards include the Combat Action, National Defense Service Medal, Vietnamese Cross of Gallantry, Expert Rifle and Expert Pistol.

Bohannon hasn't spent all of his time in the Navy winning medals. He is a graduate of both Quartermaster and Signalman "A" schools and has taken courses in celestial navigation, Loran navigation, publications and piloting, emergency shiphandling and race relations among others.

In his off-duty hours, Bohannon has obtained his private aircraft pilot's license and his commercial pilot's license. He is attending instrument ground school and typing school in his spare time. Bohannon is also something of an athlete, participating in a wide range of sports such as football, softball, volleyball, basketball and fishing. He is an assistant Little League baseball coach. Bohannon's wife, Anne Marie, is a dental assistant.

LEON WALLS, the shore Sailor of the Year, has turned his talents to a double set of activities, the first as a career Navyman and a second one with a full schedule of self-imposed, off-hour duties in civic affairs. Since he has been stationed with Training Squadron 22 at the Naval Air Station in Kingsville, Tex., he has been collecting kudos from all over the local community. As first vice-president of the Kingsville chapter of the Junior Chamber of Commerce, he was cited by the City Council on two occasions for his work in fund-raising and for recommendations in minority/majority relations. He was a member of the board of directors of "Youth City," a home for underprivileged children, and he was active in the local drug abuse education program.

Walls has also helped raise funds for a city war memorial, participated in helping elderly residents of his neighborhood in acquiring Social Security benefits, raised funds for a civilian youth center in the black community, and is active in the King Star Baptist Church. For all of these activities, he was nominated for the Texas Navy League's "Mark of the Man" award.

Walls enlisted in the Navy in 1961 in his home town of Memphis, Tenn. He went through boot camp at San Diego, Calif., and then was assigned to the Naval Air Station at Cecil Field, Fla. Since then he has served with two squadrons, VA-35 in Oceana, Va., and VT-22, Kingsville, Tex.

Indicative of his equally impressive achievements as a career Navyman, Walls has, since coming to NAS Kingsville, received three Sailor-of-the-Month citations, plus one Plane-Captain-of-the-Month and two Sailor-of-the-Quarter awards. He is the command's race relations representative and a member of the race relations committee where, according to his command, "His personal diplomacy and expertise in human relationships allow him to express and strongly support his views on controversial subjects during informal and formal sessions without creating antagonism or resentment. His drive, energy, dedication and, above all, his sincerity have made him an enormous asset to this command."

The Navy awards which Walls has piled up include the Navy Achievement Medal, Navy Unit Commendation, Meritorious Unit Commendation, Good Conduct Medal, National Defense Service Medal, Armed Forces Expeditionary Medal, Vietnam Service Medal, Republic of Vietnam Meritorious Unit Citation and Republic of Vietnam Campaign Ribbon. He hasn't received anything less than a 4.0 on his evaluations in the past three years.

On the job with VT-22, Walls—as his rating demands—maintained and repaired structural components of aircraft. He was assistant shop supervisor of the Airframes Division, but he also spent a lot of his time teaching younger sailors in the squadron about the structural parts of the plane on which they were working.

Walls and his wife Rosezena have one daughter, LaTasha, age 2.

TERRY SULLIVAN is an electronics technician for the Navy, but a quick glance at his record would give you the idea that he is a specialist in many areas. And it's largely due to his preparation for future assignments through training and education —on duty and off—which not only have paid off for the Navy but have developed skills and twice earned him the Bronze Star. His list of awards and achievements is impressive, as well as the background that prepared him.

Since joining the Navy in 1965, he has completed Aviation Fundamentals and Aviation Electronics Technician Class "A" schools, Airborne Radio Code Operators school, Vietnamese Language school, Army Airborne, Combat Medicine school, Escape and Survival school, Naval Gunfire Support, Jungle Operations, and HALO parachuting. Most of the time, he's been up at the front, leading the class—first in his class four times, and second, three times. We'll cover his

From top to bottom: QM1 Talmadge W. Bohannon, AM2 Leon Walls and ET1 Terry M. Sullivan.

off-duty education at a later point.

But Sullivan didn't get to be Sailor of the Year by going to school. After completing his boot camp assignment in Great Lakes, Ill., he served at NATTC Memphis, Patrol Squadron 11, Brunswick, Maine, took UDT training in Little Creek, Va., and then was assigned to UDT 21 in Little Creek. His next assignment was with SEAL Team 2, where he was serving when he was selected Sailor of the Year.

Since 1967 Sullivan has completed two tours in Vietnam, which show, according to his command, "an extensive testament to Sullivan's heroism and self-sacrifice." He holds two Bronze Star Medals with Combat "V". After both tours he was decorated for heroism in the combat zone (which also won him the Purple Heart). During his last tour he served as the Senior Enlisted Advisor to a "LDNN" platoon (Vietnamese SEALS), and displayed uncommon leadership. He has been recommended for further awards, both by the U. S. Navy and the Vietnamese, which are now pending. The other ribbons he currently wears include the Navy Commendation Medal, Presidential Unit Citation, Good Conduct Medal, Vietnamese Cross of Gallantry, Navy Pistol Expert and Navy Rifle Expert.

Sullivan's last tour with SEAL Team 2 was devoted to administration, another field in which he has shown "exceptional ability," according to his command. "While his department officer was deployed for seven months, ET1 Sullivan effectively ran the command's electronics department. On his own he implemented several organizational changes. He developed a more efficient accountability and maintenance system for the command's portable electronics equipment. His general administrative ability is substantiated moreover by the fact that he single-handedly revised his department's allowance list in the absence of the department officer, which included $500,000 worth of equipment. He was instrumental in drawing up a proposed new budget for the support of that equipment."

Sullivan has also spent a lot of his off-duty time furthering his career by getting educated. He is now completing his junior year with some 70 hours in night courses at George Washington University, and he has taken a number of Navy courses, such as Naval Admiralty Law Practice, Navy Intelligence, Navy Regulations, Uniform Code of Military Justice and Electronics Administration and Supply. To keep pace with the latest developments in his Navy job, he has enrolled in a civilian electronics training program.

Being selected Sailor of the Year is a big thing, but it isn't the biggest thing that has happened to Sullivan this year. Right after the announcement that he had received the award, Sullivan's wife, Martha Charlene, gave birth to a seven pound, 14-ounce boy, Douglas Neal, at the Portsmouth, Va., Naval Hospital.

Now, there's one more person in the worldwide Navy family who thinks that Terry Sullivan is Number One.

—JO2 Jim Stovall

Recruiter of the Year

As they arrived in Washington this past August, they looked bewildered, but the welcoming party from headquarters of the Naval Recruiting Command soon put them at ease. Whisked from the airport to a motel in nearby Rosslyn, Va., the Top 10 Recruiters and their wives, led by Operations Specialist 1st Class Wilber Richardson—the year's Outstanding Navy Recruiter—were beginning their award-winning holiday weekend in the nation's capital.

Once at the motel they were greeted by Master Chief Petty Officer of the Command C.C. Jacobs and his wife, Dean. Later, Rear Admiral H. Tidd, Commander Navy Recruiting Command and Mrs. Tidd, arrived to congratulate each of the 10 recruiters for his outstanding accomplishments.

These recruiters, selected from each of the eight recruiting areas, along with the Surface and Air Reserve, were on hand to meet top Navy officials in the Washintgon area besides taking in the sights of the city—all as a reward for their individual efforts during the past year. Their busy weekend included luncheons, tours, an evening at the theater, and a shopping trip for the ladies.

Besides OS1 Richardson and his wife, Dorothy, the group included: SM1 and Mrs. Allen H. Metzger, Area 5; BM1 and Mrs. William E. Hazelip, Surface Reserve; CTMC and Mrs. James W. Cross, Area 2; IC1(SS) and Mrs. Vernon L. Armstrong, Area 8; MMCS(SS) and Mrs. Raymond B. Hood, Area 3; SHC and Mrs. John Polk, Area 1; HTC and Mrs. Norman R. Bolduc, Area 4; BM1 and Mrs. Stanley R. Harrington, Area 6; and CSC(SS) and Mrs. Joseph Charette, Naval Air Reserve.

Had anyone thought their arrival on a Thursday was hectic, that Friday was unbelievable. The recruiters were picked up at the motel and driven to headquarters where they were greeted by Rear Admiral Lando Zech, deputy commander of the Recruiting Command. A 50-foot banner outside the building proclaimed, "Welcome Oustanding Navy Recruiters." The reception and awards ceremony followed with each. Outstanding Recruiter receiving the Navy Achievement Medal and area plaques from Rear Admiral Tidd. Also presented were plaques by the Navy Enlisted Reserve Association's president Michael Buckley.

Then, it was off to the Pentagon to meet Admiral Elmo R. Zumwalt, Jr., the Chief of Naval Operations. Highlight of the meeting with CNO took place when OS1 Wilber Richardson, who's the recruiter in charge of the recruiting station in Enid, Okla., was promoted to chief petty officer and presented with a chief's hat. Chief Richardson's remark: "Don't let me wake up and find this is a dream."

Admiral Zumwalt expressed his confidence that the recruiters would continue to enlist only the highest quality men and women into the Navy.

Off again, this time to a luncheon given by the District of Columbia Council of the Navy League. Present were Vice Admiral David H. Bagley, Chief of Naval Personnel, the Navy League's executive director, Captain Vince Thomas, USN (Ret) and other Washington figures. Admiral Bagley added his praise and presented Chief Richardson his plaque officially designating him as the Oustanding Navy Recruiter of the Year. Admiral Tidd then administered the oath of enlistment to the chief—for another six years. The admiral commented, "It must be a good product when our top salesman is buying it."

The remainder of the afternoon was free for sightseeing and shopping at nearby military exchanges. That evening, the group were guests at the Marine Barracks for the famous Sunset Parade.

The final day's activities included a special tour of the White House, shopping for the ladies, and brunch served at the home of Master Chief and Mrs. Jacobs. Concluding the memorable stay was an evening at Ford's Theater, compliments of the Navy Club of the U. S. A.

Facing page: The top 10 Recruiters of the Year and their wives in Washington, D. C. In the top row are HTC and Mrs. Norman R. Bolduc. From left to right are MCPOC and Mrs. C. C. Jacobs, SM1 and Mrs. Allen H. Metzger, BM1 and Mrs. William E. Hazelip, OS1 and Mrs. Wilber G. Richardson, CTMC and Mrs. James W. Cross, IC1(SS) and Mrs. Vernon L. Armstrong, MMCS(SS) and Mrs. Raymond B. Hood, SHC and Mrs. John Polk, BM1 and Mrs. Stanley R. Harrington, and CSC(SS) and Mrs. Joseph Charette. Above and below: Mrs. Dorothy Richardson crowns her husband, OS1 Wilbur Richardson "Chief" for being named the Outstanding Recruiter of the Year. Then the proud couple are congratulated by ADM Elmo R. Zumwalt, Jr., CNO.

COMPANY PICNIC

Family Style

Call it a company picnic, but it served a greater purpose than just a day for fun and frolic.

Granted, the gathering at German Park in Indianapolis had all the usual aspects of a good picnic. Navy field recruiters and support people working throughout the state for the Navy Recruiting District Indianapolis brought their families for a day of food, drinks, games and good times. There was, however, an extra.

Navy Recruiting District Indianapolis is a widely scattered organization; its field recruiters operate stations in 22 cities in Indiana from Kendallville in the north to Vincennes in the south. Most of the recruiters live in the cities which they serve.

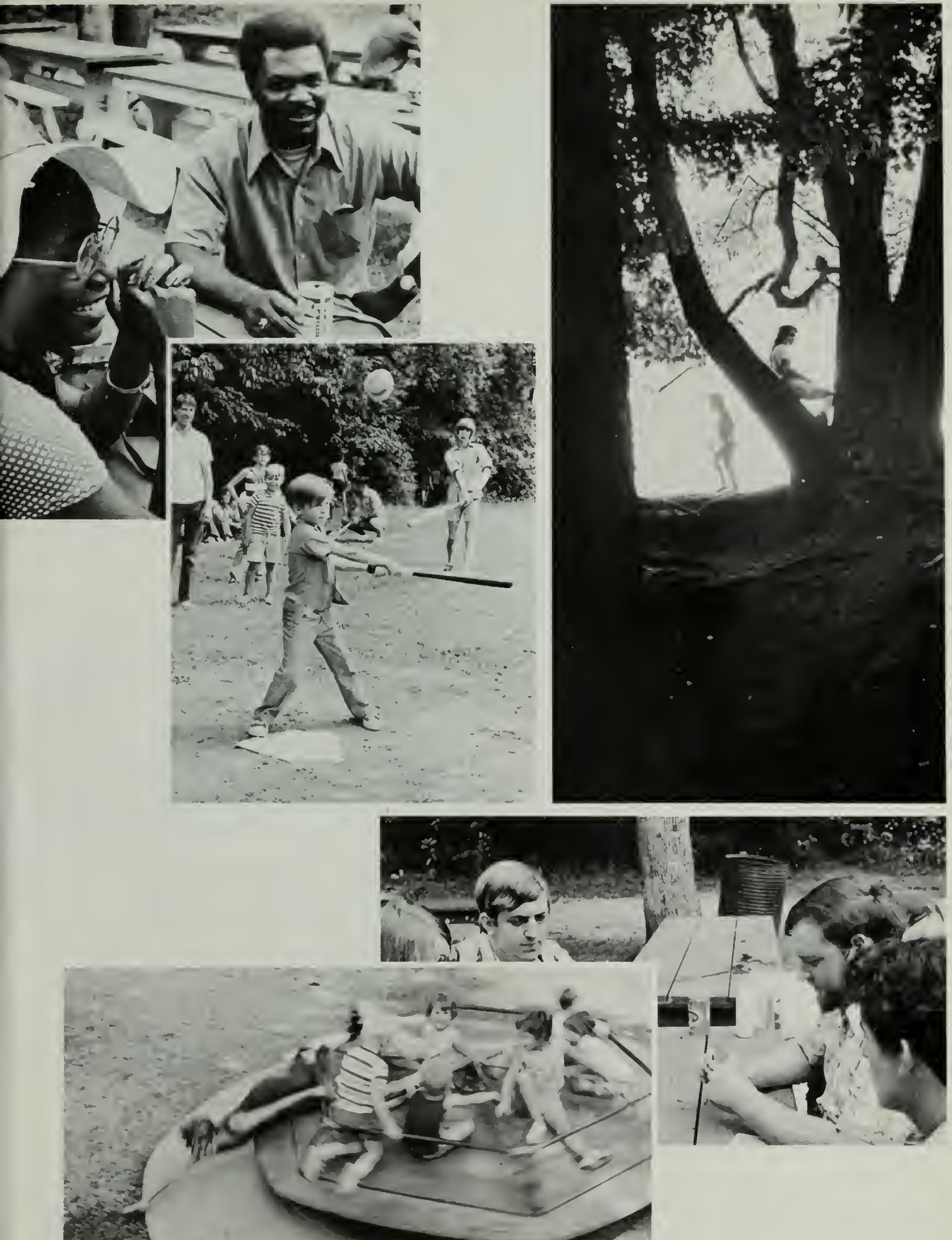
The wide dispersal of people, plus their hectic schedules, means that opportunities for informal get-togethers are more limited than at other Navy commands.

But the need for informal communication remains and the picnic filled that need.

This past summer's event served as a catalyst which enabled recruiters to compare notes, discuss their job, and air matters of mutual interest that never seem to come up during regularly held, but more formal, meetings. The same point was true for their wives. Many had not had the opportunity to meet and talk with other wives of men assigned to the district—even though they share the common bond of being married to Navymen whose mission is vital to a successful Navy. The picnic provided the chance for purposeful communication between all—having a good time besides was just an added benefit.

It wasn't so much a matter of talking shop, and the picnic wasn't arranged for that purpose. It just seemed to be the right time for exchanging ideas and thoughts with people involved in the specialized and demanding task of recruiting—a job involving everyone at the picnic 365 days a year. High morale and camaraderie were in evidence throughout.

—Story and photos by JOC John D. Burlage, USN



LARGEST NAVY FAMILY

Petty Officer 1st Class George Bell and his wife Maureen can boast of having the largest, continually growing family in the entire Navy.

Since reporting for duty in Visalia, Calif., in 1970 (he's recruiter in charge of the Navy branch there), the Bells have increased their family of three to 546 children—probably more by now! Their home is a receiving home for Tulare county's foster home program.

Shortly after arriving here, the Bells, who have three children (Linda, 19; Phyllis, 13; and Tony, 12) read an article in a local newspaper on foster homes. They decided that Mrs. Bell should answer the call.

Following an in-depth study of the Bell family and their background, they were designated by the county as a back-up receiving home for foster children.

"We've had to set aside much of our social life to give some security and love to these youngsters, but it's worth all of that and more when one sees results," stated Mrs. Bell.

In addition to taking care of the children that are brought to their home at any hour of the day—and sometimes at night—by the social workers, Petty Officer Bell and his wife have learned to be jacks-of-all-trades. They give insulin shots to diabetic children, conquer the fears of a lonely child, use sign language, facial expressions and play a game of charades with children who do not speak English. Mrs. Bell must also be a close observer in all areas for reports on each child to the social worker.

Considered as professional parents by the Tulare County Welfare Department, the Bells feel, "It's a challenge to get to know these youngsters, each with a different personality and problem. Each must be handled differently, with love and understanding."

They began their career as foster parents while Bell was stationed in Washington State and Mrs. Bell continued it while her husband was stationed in Vietnam.

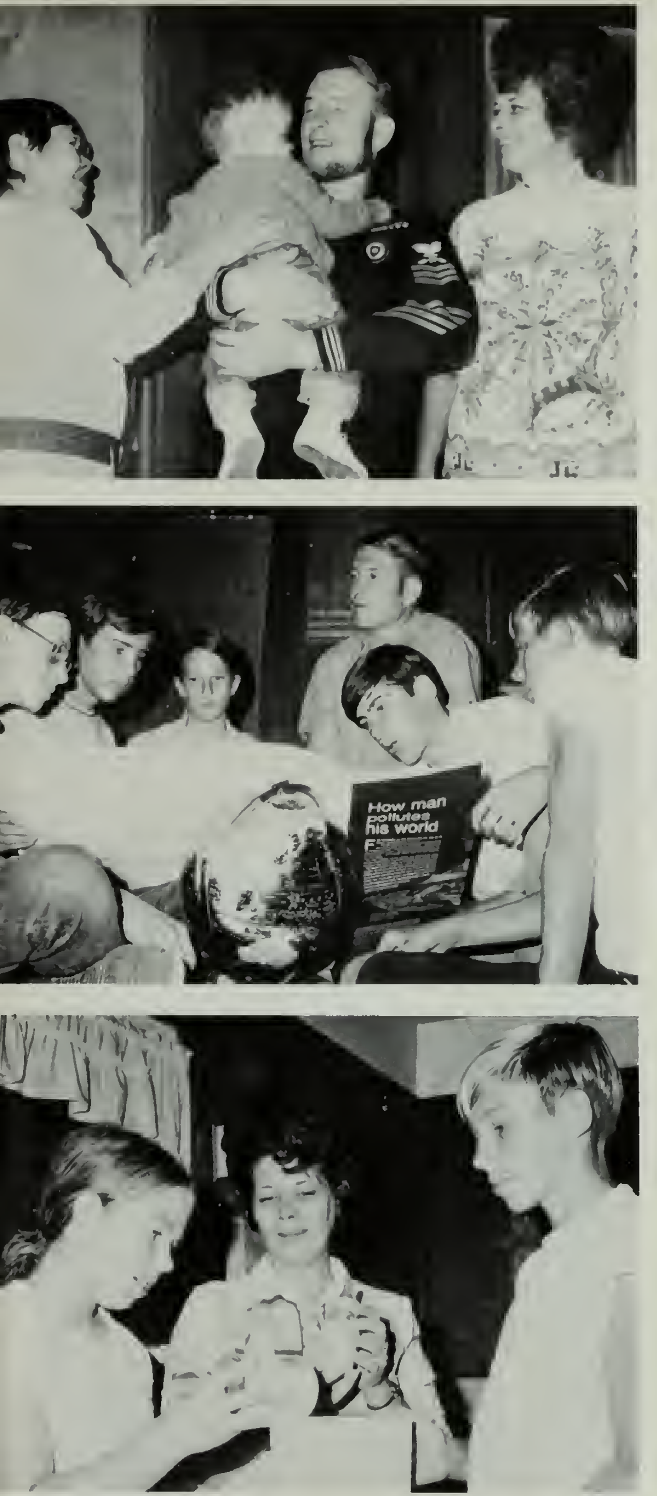
The whole family pitches in and helps when the house gets a full load of children. Tony helps feed and amuse the youngsters;; Phyllis bathes, feeds and puts them down for naps; Linda can be an all-round mother. George plays Daddy to the hilt and loves every minute of it.

Bell, in addition to his duties as a Navy recruiter and assisting with his ever-growing family, still finds time to be leader of an Explorer Scout troop. Both he and his wife have experienced life in parentless homes, so their empathy with the children is more profound than the average person's could be.

Bell says "I feel that what we, the public, have to do is provide a normal situation for all children in this country. When the legal parents are unable to provide this, it is up to society as a whole to do it and it is starting now. One step is the receiving and foster homes."

"Having these children in our home," says Mrs. Bell, "has also done a lot for our own three. It has taught them more understanding of others and a greater appreciation of their own family."

Bell, a 17-year Navy veteran, emphasizes the value and need of Navy people to become foster parents. "Most Navy people are stationed for a year or two in one area and feel that such a program is not for them. But most Navy families could provide what these children need—love first off, then a sense of security and attention to their needs, both physical and emotional. There is a great need for their services."


How man pollutes his world

Facing page: PO1 George Bell and his wife Maureen attempt to amuse two toddlers they care for. Top: Mrs. Virginia Gordan, a California social worker, puts another child into the safe and comforting arms of Navyman Bell. Middle: Bell leads his Explorer Scout Troop in a discussion about ecology. Above: Daughter Phyllis and son Tony help their mother prepare a baby formula.

Dependents Assistance Team in Japan

Helping with ORIENTation

"I've never been so glad to see a Navy uniform in my life!"

That's the way Liz Smith of Whidbey Island, Wash., expressed her feelings upon being greeted at Tokyo's bustling international airport by members of the Dependents Assistance Team (DAT) from USS *Midway* (CV 41) and Carrier Air Wing Five.

Liz, wife of Aviation Ordnanceman 2nd Class Raymond Smith of Attack Squadron 115, was met by DAT members as she and her children, two-year-old Billy and six-year-old Angela, arrived in Tokyo last month. They are among the early arrivals in the *Midway's* Overseas Family Residency Program. (OFRP) which is now underway in Yokosuka and Yokohama.

"Without the DAT and the wonderful assistance of other Navy people and wives, we could have been in a real pickle," Liz said. "They not only met us at the airport but also took us down to Yokohama and got us situated in the Navy Exchange Hotel. Shortly after that we were looking over Navy housing and really beginning to feel as though we had things under control.

"I must admit, I was a little apprehensive about moving to a distant land—with a language I knew nothing about—without Ray," she continued, "but with the help of DAT and the cooperative attitude of the commands based here, the children and I are doing quite well."

Working round the clock to keep life from becoming "a pickle" for newly arrived *Midway*/CVW-5 wives and children, the *Midway* DAT is composed of 10 *Midway*/CVW-5 personnel and their wives, assisted by local volunteer Navy groups and shore-based commands in the Yokosuka/Yokohama area.

The DAT is headed by Lieutenant Jerry Herbster, an assistant catapult officer on *Midway*, and includes four officers and six petty officers.

Lending a welcome hand to DAT efforts are members of the Yokohama branch of the Navy Wives Club of America (NWCA), the Yokohama Chief Petty Officers Wives Club, Yokohama Officers Wives Club and the Yokohama Chapel Guild (a volunteer church-sponsored group of Navy people). Under the direction of Mrs. Charles E. Nichols, the Yokohama NWCA coordinates volunteer sponsor assignments with ladies from other organizations.

"We have a great group of people in DAT," LT Herbster said, "but we couldn't have made it so far without the help of the volunteer groups and local commands.

Far left: Navy wife Jeannette Pristley arrives at Yakota AB, Japan. Left: DAT wives Yoko Cooper and Martha Fadness greet arriving families at Yakota.

"Moving to Japan presents the usual problems of moving anywhere—along with a few unusual ones," explains LT Herbster, "transportation, housing, furniture, mail, school registration and," he added, "ORIENTation . . . getting used to a new country, its language and its people.

"Japan is a modern, thriving country with a high standard and high cost of living," he said. "Although the Japanese have adopted many Western ways and clothes, they retain their own culture, their own way of doing things and, of course, a language that is quite a challenge to most Americans."

One of the important functions of DAT is to help newcomers through the initial transition period of taking up residence in a country where many ways of life differ markedly from what most Americans are used to.

"We as Americans, are fortunate that so many Japanese speak some English," said LT Herbster. "Besides that, there seem to be the basic goodwill and cordial nature of the Japanese we have come in contact with in Yokosuka and Yokohama. They are not only polite, but also they're very friendly.

After only a few weeks in Japan, a number of the *Midway* wives are already picking up several words in Japanese and some have decided to study it when they get settled, according to reports from DAT and volunteer groups.

"It's going to be a very exciting tour," said Sally Prior, wife of Lieutenant (jg) Melville E. Prior, of Fighter Squadron 161. "I've discovered that by using three or four words of Japanese and some sign language I can carry on a conversation of sorts. I've already been shopping in a Japanese market. I want to try the trains next."

Mrs. Prior and her four children, ranging in age from seven to 13, are settled in government quarters in Yokohama.

Some of the *Midway*/CVW-5 wives and volunteer sponsors are themselves Japanese and have provided valuable advice and information to other wives who are experiencing Japan for the first time.

Tomoko Rader, wife of Chief Electronics Technician Bryan Rader who is stationed aboard *Midway*, helps other wives who come to her with language problems. She also gives them information concerning where to buy things in Japanese stores and acts as counselor to those who have trouble understanding the culture.

"I help anyone who asks," Mrs. Rader said. "People helped me when I went to the U. S. and now I can help others here."

As a result of early planning by the commands involved in carrying out the Overseas Family Residency Program, DAT arrived in Japan in mid-June 1973 and was quickly settled and geared up for its extensive assignment of caring for *Midway*/CVW-5 families who were to follow.

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...ORIENTation

Working with a special *Midway* housing group made up of representatives from Commander U. S. Naval Forces Japan, Commander Fleet Activities Yokosuka, and the Public Works Center and Naval Supply Depot Yokosuka, DAT set up a detailed plan for scheduling transportation, coordinating housing assignments, receiving advance notice of arrivals, and making arrangements to assimilate *Midway*/CVW-5 families into the Navy community in Japan.

Following their arrival at Yokota Air Base or Tokyo International Airport, the dependents are taken to the Yokohama Navy Exchange Hotel or, if they desire, to a Japanese hotel where they generally spend several days before moving into government quarters in Yokohama or private housing in Yokosuka.

Hotel and meal costs are the responsibility of the families. Room charges in the Navy Exchange Hotel vary from $5.50 to $14.00 per day while Japanese hotels charge from $18.00 to $38.00 per day.

"Most of these charges are reimbursable, in the form of a temporary living allowance, which is paid to the sponsor (husband) only," LT Herbster said. Therefore, to cover local expenses, the DAT recommends that families coming to Japan bring enough ready cash.

A newsletter, prepared by DAT and sent to *Midway*/CVW-5 families before they depart the U. S., contains information gleaned from DAT's experiences, the team's leader said. The newsletter recommends that families planning to seek housing in the Japanese community near Yokosuka "bring an adventurous spirit—and anywhere from $250 to $700."

Financial assistance is available from the Navy Relief Society or the American Red Cross, but both require written permission from the sponsor to secure funds.

"The DAT expects to place a total of about 200 families in government housing in Yokohama," LT Herbster said, "then we will pull up stakes and move our office to Yokosuka (15 miles from Yokohama) to begin the job of finding private rental houses for the rest of the families in the Japanese community."

Rental costs on the Japanese economy are expensive, according to LT Herbster. "But the newly enacted housing allowance for Navy personnel living in private housing in Japan will help ease the strain," he said.

Area coordination responsibility for housing Navy personnel in Japan rests with Commander U. S. Naval Forces Japan (CNFJ).

"The *Midway*/CVW-5 Overseas Family Residency Program has been and will continue to be a top priority project for my staff and other commands in the Yokosuka/Yokohama area," said Rear Admiral W. Haley Rogers, commander U. S. Naval Forces Japan. "We recognize the success of the program is measurable by the scope and nature of support provided to the families involved and by their fullest participation in the many aspects of overseas residency.

"We are dedicated to do everything within our power to provide the kind of support which will make the program successful and which will maintain high morale among *Midway*/CVW-5 personnel and their families."

One DAT member, Lieutenant (jg) Jim Bartimus, and his wife, Cheryl, moved into a Japanese house shortly after their arrival. From the beginning, they said, they never considered living in Navy housing.

"We wanted to experience another culture," Bartimus, a *Midway* air intercept controller, said. "We even bought smaller size furniture in the States."

"And," his wife added, "we're sleeping on a *futon*—that's the typical Japanese bed."

One of DAT's jobs is to arrange transportation for newcomers. Since most of the families have sold or shipped their cars shortly before departing the U. S., DAT arranges "wheels" for them for the first few days from the Public Works Center (PWC) or with a volunteer sponsor from the Yokohama wives clubs or the Yokohama Chapel Guild. PWC or the sponsor takes the families to the housing office, post office, exchange or commissary until they get the "feel" of their new community, LT Herbster said.

The volunteer sponsor, who has already gone through the "checking-in" process, also helps the family complete paperwork necessary to secure government quarters, a telephone and a post office box.

"A Navy bus runs from the housing areas to the Navy Exchange, commissary and dispensary every day except Sundays and holidays. We provide a schedule, and, of course, there are commercial taxis."

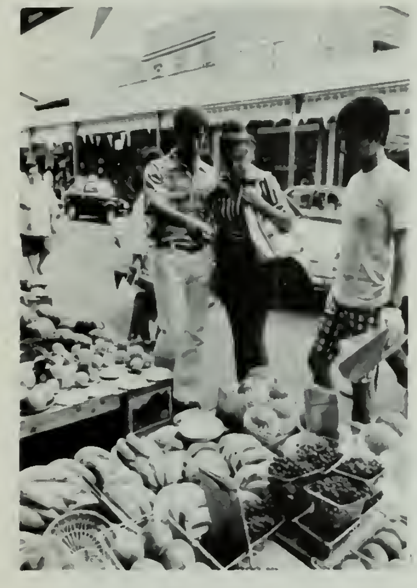
Express shipments of household goods take 30 days or longer to arrive. DAT provides "crash kits" of pots, pans, dishes, diapers and bedclothes until the shipment arrives.

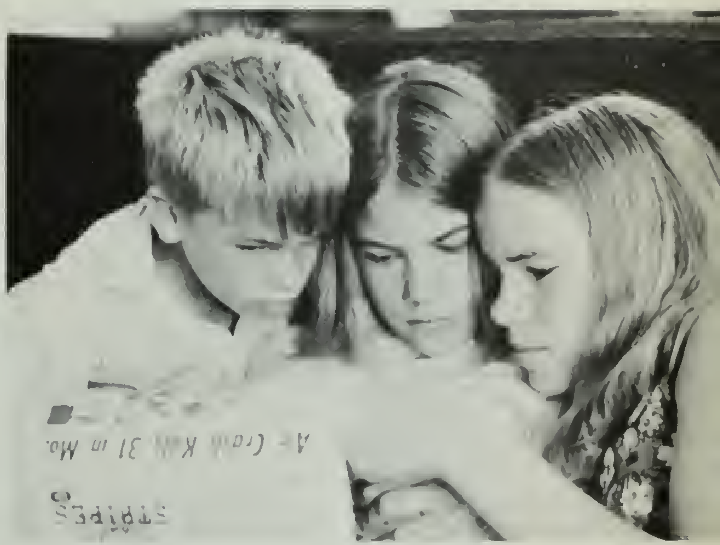
Connie Keller, whose husband is an Electronics Technician 3rd Class in *Midway's* Operations and Electronics Division, is satisfied with the "crash kits" issued to her. "Of course, I prefer my own things, but the items the DAT gave me are adequate," she said.

The kits are assembled by the assistance team, the Yokohama Navy Wives Club of America and the Yokohama Chapel Guild from items donated by individual Navy and Marine families in Yokohama and Yokosuka and from items on loan from the U. S. Air Force. The Air Force provided the DAT with a large quantity of dishes, sheets, high chairs, irons and other items that they had in storage due to Air Force base reduction in Japan.

As DAT's mission of placing families in Navy housing in Yokohama draws to a close, the assistance team is girding itself to serve those soon to come who will be seeking housing in the Japanese community.

—JO2 Bob Skinner





Top: LTJG Jim Bartimus and his wife Cheryl enjoy a Japanese meal in their home. Above: The Bartimus couple shop for melons at a Yokosuka fruit stand. Top right: Young Miki Long looks fatigued after the long plane trip to Japan. Right: The children of LTJG Melville E. Prior catch up on stateside news in STARS AND STRIPES. Below: A family checks into the Navy Exchange Hotel in Yokohama. Below right: DAT leader LT Jerry Herbster lists a new arrival on his status board.

THE

LCDR Coker at one of the many homecoming functions held in honor of the North Vietnam returnees.

LONGEST CHAPTER

George Coker's Story of His Capture, a Short-lived Escape and Final Freedom after Six and a Half Years as a POW...

"...You lived on a faith that some day it was going to end, that you were going to win, but you tried not to put dates on it..."

By bits and pieces, the story of the American POWs who were imprisoned in North Vietnam is now becoming known. One such story is that of Lieutenant Commander George T. Coker, a POW for six and one-half years and one of the few actually to escape the tightly guarded prison compound in a desperate break for freedom. The break itself was successful, but the freedom was short-lived.

Shot down on 27 Aug 66, LCDR Coker (then a lieutenant (jg)) made his break for freedom 14 months later, and had nearly 12 hours of freedom until he was recaptured—almost accidentally—by some villagers along with his partner in the escape. In a recent interview with ALL HANDS, *LCDR Coker tells of those* long years in captivity, and those brief hours of freedom, before the final release of POWs earlier this year.

Q. *Could you give us a brief description of the mission you were on when your plane was shot down?*

A. It was a normal, daytime assignment to knock out a bridge about 10 miles northwest of Vinh. I think this was about 100 miles south of Hanoi.

Q. *What was it like when your plane was hit?*

A. It was one of the most violent ejections going. I felt this fantastic snapping back and forth, as though someone had hauled off and hit me with a sledgehammer. I was just being thrown back and forth in the cockpit. The nose of the plane went straight down, and that's when we ejected; it seemed like several seconds, but it was probably only two or three because we weren't that high up to begin with. I was only in the chute maybe 20 seconds. When I landed I was still in the chute—although I wasn't unconscious, I was in pretty bad shape. I had torn my knee open and hurt my left arm. I'm not sure how that happened.

Q. *When you came down, what happened?*

A. It was pretty soft. I actually landed in about six inches of water, in a rice paddy. The local people were waiting for me. Maybe I'm not being too objective about it because I was in a state of shock. They cut everything off me and moved me a short distance right away since the rescue planes were in the area. Then they tied me to a bush and put a shirt over my head, and there was a guy guarding me. I guess it was about an hour before all the rescue planes left. After that they marched me to a small hamlet where I spent the afternoon. They gave me some temporary medical aid for my knee. Then that night I walked to some other area—I felt like I walked the whole night. I was in bad shape and I had lost a lot of blood. I ended up at this other place where they kept me for a couple of days. From there I was trucked to another spot still down at the same area—not more than 15 or 20 miles away—where I spent about seven or eight days. Then I spent three nights being trucked up—at night—to Hanoi, so I got to Hanoi about two weeks after I was shot down.

Q. *What had happened to the pilot of the plane?*
A. The first two days I didn't see him. But when we reached the stopover point where we stayed for about seven days, he was in the same area but I could not see him, couldn't talk to him. We talked on a couple of occasions illegally, but very, very briefly. We were basically separated, although we knew we were in the same area for seven days. When we trucked up together, we were in the same truck—again, we could not talk to each other. Once I arrived in Hanoi, we didn't see each other again for over four and a half years.

Q. *When did you first have communications with the North Vietnamese officials?*
A. About two days after I was shot down, I had minor interrogation by what appeared to be civilian types. Nothing too big happened there. They asked me a lot of questions and I didn't answer any of them. The next night, a representative probably from the regular army showed up, and that's when they banged me the first time. They worked me over pretty well just to get some answers to some really basic questions. This guy, of course, is speaking English. The next real encounter came when I got up to Hanoi.

LCDR Coker discusses his name bracelet with a young admirer.

Q. *When you got to Hanoi, what happened?*
A. It depends on how you look at it. In a way, I kind of lucked out. I moved back and forth, had quite a few interrogations, a lot of threats, not much in the way of medical care. My leg had gotten very badly infected during the week or two I was down south. I hadn't received any attention after that first treat-

ment. They were pretty busy with some senior officers at the time. They toyed with me a little bit and finally moved me out to another camp—"The Zoo." Again I got off lightly for about a month. Finally they took me to the hospital for one night to operate on my knee because it had become so bad I was about to lose my leg if not my life. Finally, I started getting a little bit of medical attention about six months later, on my leg as well. As far as being worked over, the first slow torture started in October—and went on for two months.

Q. *What did that consist of?*
A. That, at that time, was what we called "holding up the wall"—I had to stand face up against the wall with my hands over my head from five o'clock in the morning until nine o'clock at night. I did that every day for two months.

Q. *How were you interrogated?*
A. I had several interrogations prior to this time. You would be brought into their quiz room and they'd start talking to you, trying to give you some kind of propaganda, or ask you questions or want you to do something. You could have any one of these or often combinations of them, and if you refused to do what they wanted, that's when they would start working on you. They would supposedly assign you punishment until you go ahead and do what they want.

Q. *How many other prisoners were around that you had contact with?*
A. I really didn't have contact with any prisoners until December, about four months later, when I had contact with Jerry Denton, now Admiral Denton. I had tapping contact with him. I'm in solitary all this time. I really didn't have much contact with prisoners until I moved back to "Little Vegas" camp, part of the "Hanoi Hilton" area. Then, through tapping I got contact with the officer who was to be my first roommate after five months. Up until that time it was very, very limited except for the contact I picked up with Jerry Denton.

Q. *When did you start making plans for an escape?*
A. Well, Jerry Denton and I had a plan to escape from "The Zoo," and we were going to go in late January or early February. We were working actively on it at that time, which just means your mind is functioning in that direction, and then we ended up moving from "The Zoo." He also moved from "The Zoo" the same night I did on 26 January. So that particular idea was completely off. For me, you would think about it, but there wasn't really very much you could do about it. Then the opportunity came in October at a different camp. When it came I jumped at it.

Q. *Could you describe this?*
A. I was at "Little Vegas" 26 February to 14 September. That was in 1967. Most of that time I was with a roommate. I was taken to the "Dirty Bird Annex," which is a camp next to the power plant. I was out there about two or three weeks before I made contact with George McKnight, the man who escaped with me. We had contact, talked it over, saw a golden opportunity and decided to make use of it. The doors were similar to the ones Jerry Denton and I had had before so I knew how to get out. George had information about the surrounding area which helped us. It didn't take too much planning between us. We worked on it for a week to 10 days. It was in a way like an escape of opportunity, but not exactly that either—opportunity in a sense that suddenly all these things were there, a way to get out undetected, and a knowledge of where you are in your room in relation to the river, and via the river out to the Seventh Fleet. So the night of 12 October we slipped out of our rooms, left dummies in the bed, unsecured the door and left it so that it appeared undisturbed from the outside and got out of camp and made it to the river. We swam about 15 miles downriver; got up the next morning. We were way outside the search perimeters. People had no idea where we had gone or even in what direction we had gone in. We had a halfway decent hiding place that had one small weakness—along about 9 or 10 a.m. an old lady and a middle-aged guy stood up—they were fishing with cane poles—and looked into the one area in the hiding place we could be seen from. They just happened to find us by accident. They called a bunch of villagers and militia, so the great escape was over. That happened to be Friday the 13th.

We were taken back to the "Hanoi Hilton" and tortured.

Q. *How long were you gone in all?*
A. About 12 hours.

Q. *What happened after you got back?*
A. We used a desperation plea on the escape, which was semi-valid. I had been worked over badly, and McKnight had had it real bad in August. We had been totally isolated from everybody else, and I think they might have bought this a little. It was a reasonable, at least plausible excuse. They're rather like children—if it's halfway possible, they might buy it. We told them that we didn't give a damn if we died trying to escape. That would be a blessing for us, and it was indeed. I mean, a month earlier, both of us were prepared to die in the torture session, so it was something of a desperation attempt, and I believe they bought that story. They didn't rough us up too much. I don't think they hit George at all. We were treated roughly, with irons on our feet, arms tied behind our backs, blindfolded, that type of stuff. There was only one little tiny area that our preplanned cover stories disagreed, so they slapped me around a little bit. I guess they were trying to make me verify everything George had said. But that was the only real physical violence, and it was very, very minor compared to what they can do. After that they took us to "Alcatraz," a rotten apples camp for 11 people, and we continued our solo (solitary confinement) for over two years. Altogether, for example, I had three years of solitary, and McKnight had four years of solitary.

Q. *Did you go immediately to "Alcatraz?"*

A. We had about a 10-day or two-week delay. We spent about five days in the area, then we went back to "Heartbreak Hotel" for three or four days, and finally we went to a special section of "Little Vegas" for a couple of days, then on the night of 25 October, 11 of us were moved together out to this new camp. We stayed there until 9 Dec 1969.

Q. *Did you set up any kind of a communications system?*

A. Oh, yes. We tapped. We spent most of the time during the day when we were out of irons tapping on the wall. The tap code was what we lived on for about four years. The people there were probably some of the most proficient tappers going because we used it so much. Other people had other means of communicating, but we could not use anything but tap codes. As I said, we lived on the tap code; we would tap five or six hours a day.

Q. *Were all 11 of you in this special isolation camp for the same reason?*

A. It was initially going to be a senior officer, bad apple camp. They thought by taking away the heads (from other camps), they would destroy the organization, which doesn't work in the military. But they attempted to, hoping they would break down everything. There were five Navy commanders at the time, which was about the most senior ranking officer. There were some senior 0-4s, and there were the special troublemakers. That's how McKnight and I got in there. I was 10 years younger and two ranks junior to anybody else. We were all treated the same while we were out there, which was 14 or 15 hours a day in irons, from early evening till morning.

Q. *What kinds of things went through your mind all this time?*

A. Everything, absolutely everything. Everything you ever learned—you go back and try to pull it back out. I remembered a lot of high school Latin. I could work for hours trying to remember one little tiny fact. All of my final conversations with all of the people I know really well, I know them almost verbatim. You just remembered everything that happens to you. Then you start playing games, trying to do things academically. I developed eight weeks' worth of different meals that I could rattle off verbatin after a while. Some guys designed houses, and so did I. There are all kinds of ways to utilize the mind, and then you share it with the guy next to you by tapping on the wall, and I know everything about those guys just by tapping. I know everything that happened to them. You get as personal as if you actually lived with the person.

Q. *Was there much anxiety, much worry about the future?*

A. Yes. But after the first couple of years, you no longer looked much to the future. You lived on a faith that someday it was going to end, that you were going to win, but you tried not to put dates on it, because it was such a crushing blow when it didn't come off. You kind of live day to day. Usually, you just looked forward to the next holiday, anything that would alter the routine slightly. They would usually give you a little bit better meal then, play a little bit of music on the propaganda radio. It was nothing too elaborate, but when you're eating nothing but bread and soup all the time, it tasted pretty good.

Q. *Did they bring you all out of solitary at the same time?*

A. Not exactly. Probably less than five per cent of the people were in solitary for more than two years. The big change in treatment came in the fall of 1969. During 1970, all the solos broke; mine broke 23 Dec 69. We didn't know why this happened at that time, but since we've been back, we think it was the POW issue. The massive torture stopped and they started giving us a third meal, a little breakfast. We didn't have that much news from the outside—we only got bad news from the propaganda radio. When they were badmouthing politics, that meant you could pick up a little bit of news. You always get the information late, and it was very limited.

Q. *Did any of the news surprise you?*

A. Yes, a little, but we didn't have too many surprises because we just had no information. On the one hand we were surprised, but then on the other, we just didn't know what the hell was going on. The biggest surprise was Johnson not running. We couldn't understand why at that time. We knew negotiations were going on, but we just got the propaganda versions, and they were always badmouthing our side. The way they were badmouthing—that was almost worse than not having anything. Most of our good information came later from shootdowns.

Q. *How much contact with civilians did you have?*

A. The first day or so after being shot down, it really wasn't a great deal. There was no lengthy contact, and they never could talk to us. They weren't overly hostile. Anyone shot down in the panhandle could expect to be harshly handled because that was a bad area for bombing, but they treated me pretty damn good. It was certainly much better than I would have expected considering the situation. Most guys had a lot worse time than I did. When I was first recaptured from my escape, there was almost no hostility at all from the local citizens.

Q. *When did you find out that you were going to be released?*

A. We heard about the "almost" October agreements, and we felt at that time the war was over. They came out with a new set of proposals, which we knew were completely different from the ones before. We then knew the war was over, that they were beaten. It (the news of the release) came as no big surprise; it came through in January. We were notified by mimeograph form within five days of the agreement, as the agreements specify. They were following the book pretty closely then.

Q. *What was your reaction to the news that you were going home?*

A. Nothing. Emotion had pretty well been beaten out of you in early years. It's a luxury you can't afford. You could go into some really depressed periods, and you start going downhill. That's a dangerous situation, because you don't have any will to resist. Unfortunately, you can't afford to get real optimistic either, because if you go up, you have to come down. So when the day finally came that they told you you were going home, my attitude was that it was no big deal. You didn't get excited because you couldn't afford to go down.

Q. *Have you had any surprises about American lifestyles since you've been back?*

A. No, not much at all. The B-52 crews came in and had given us an awful lot of information, which told us just enough so that we knew things were going to be different. Most of the changes, as far as I am concerned, are strictly surface changes. People are still basically the same. Some of us think that America has gone through a cycle and is just now coming out of it. Apparently there was a time when this country was greatly divided over the war, and now we seem to be coming back together. I guess we have something to do with that. You people have seen a lot of change, but we really haven't seen that much.

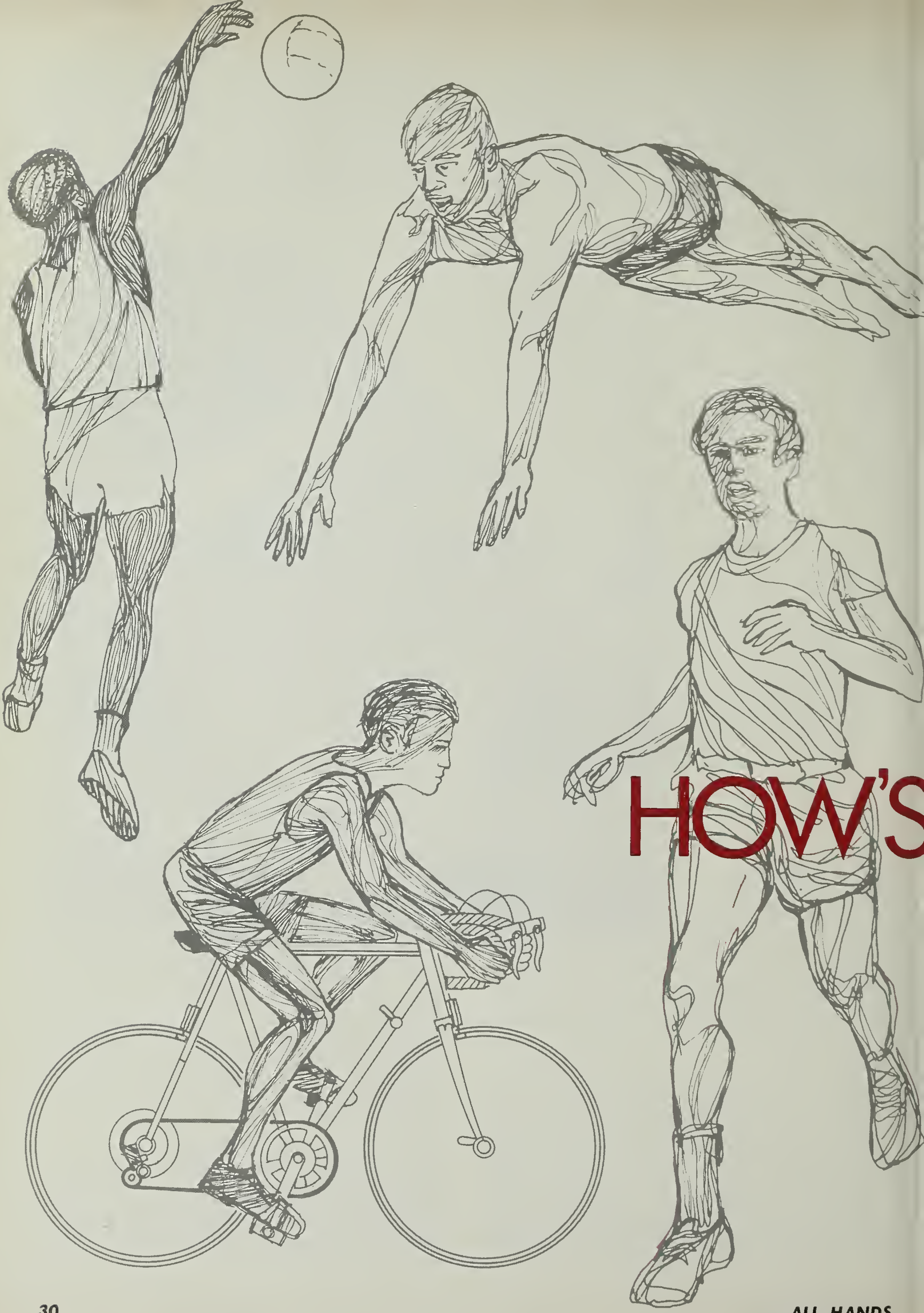
Q. *What about the changing role of women?*

A. It was something that was coming for a long time. Is it any more violent today than it was when they got voting rights in the 20's? They're making a lot of noise about it, but a lot of minority groups are making the same continual gains. Now, maybe you see more of them than you did before, but they're not something that was made just in the last five years. It's something that's been going on for years and years, and it's just that we missed five years of it.

Right: LCDR Coker tries on a squadron ballcap presented to him by the personnel of VA-42 at his new duty station in Pensacola, Fla.

Q. *What are your career plans now?*

A. I'm still assigned to St. Albans (hospital) until my convalescent leave is over. Then I go to VA-42 at NAS Pensacola. I'm looking forward to a complete career—which I was before I was shot down. I'll be back in the mainstream as soon as I can.



HOW'S

Aerobics . . .
YOUR AIR CONDITIONING?

Almost everybody will agree that exercise is necessary if the human body is to function properly. Unfortunately, however, many tend to put off until tomorrow the exercise they should do today. There's a factor of motivation involved. If you read the following pages we'll guarantee that you'll find a great many factors—plus some interesting facts—that provide considerable motivation for everybody concerned.

Good health is more than a matter of individual self-interest or self-concern. The Navy has always had a genuine and vital interest in your health. This interest is demonstrated again in the recently published OpNavInst 1500.22B, a sizable portion of which is devoted to health and fitness.

What's this program all about?

If you start with Aerobics, the program scientifically developed by Dr. Kenneth H. Cooper and designed to improve overall health (particularly the heart, lungs and blood vessels), add a dash of motivation here and there, along with the ingredients of short- and long-range objectives, then stir in equal parts of recognition and reward, you'll come up with the Navy's health/fitness program.

This program was developed to assist you in upgrading your level of health (as well as to assist commanding officers in discharging their obligation of maintaining a satisfactory state of health and physical fitness in the personnel under their command).

When Dr. Cooper called his program Aerobics, he defined it as a variety of exercises that "stimulate heart and lung activity for a time sufficiently long to produce beneficial changes in the body." As part of that program, he developed a measuring technique through a point system as a way of chalking up "effort expended" in relation to the beneficial changes in the body.

Based on research, Dr. Cooper has determined that 30 points worth of exercise weekly is the minimum that will maintain the body in a condition most consistent with essential health, whether an individual is 19 or 90. He further adds: "The 90-year-old should earn at least 30 points weekly, and the 19-year-old should earn considerably more."

For health purposes, the Navy policy is that each individual will exercise to earn 30 or more Aerobic points weekly and maintain weight within normal limits with body measurements proportionate. The rewards earned could well be a deciding factor when an individual—that's you—is being considered for promotion.

The Bureau of Medicine and Surgery supports the Aerobics Program and adds an observation. Aerobics, coupled with proper dietary and body care habits, can significantly benefit participants' health and physical fitness.

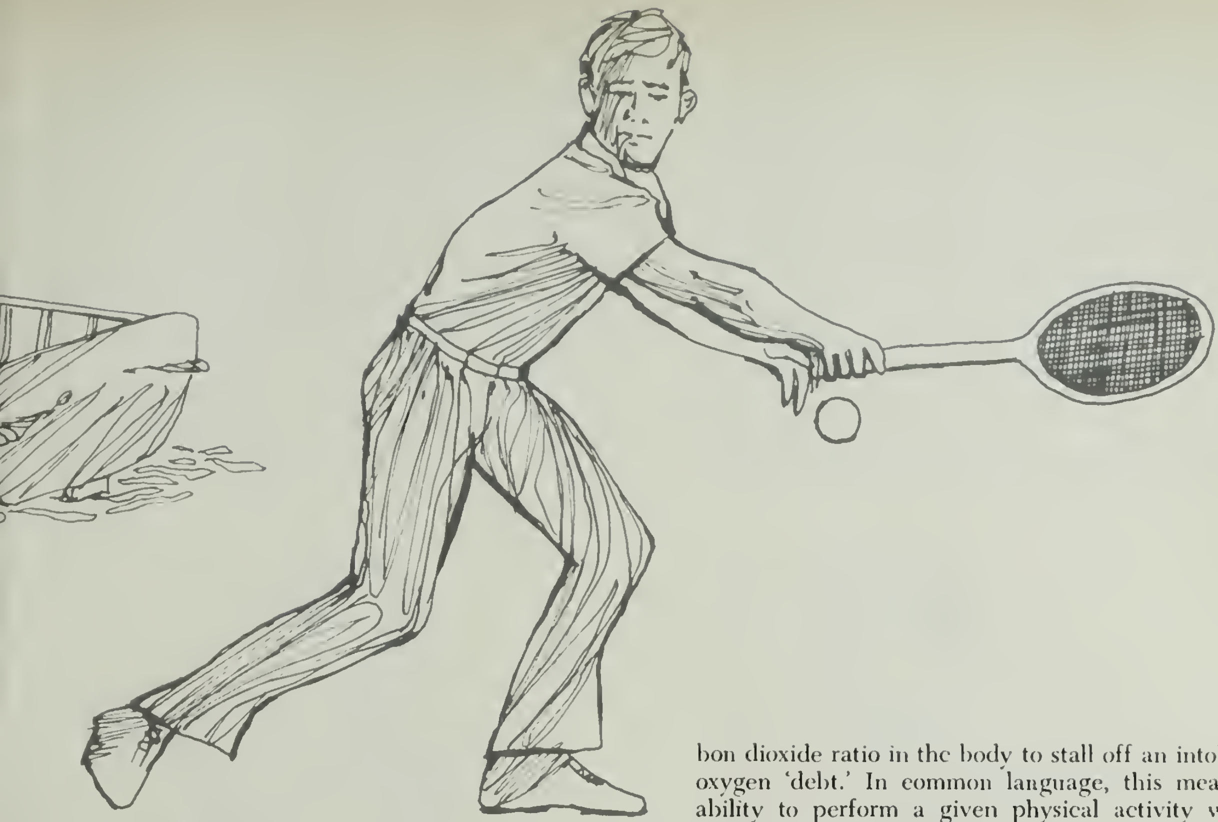
But maximum physical fitness isn't a sometime thing. It requires continued effort, a sense of personal responsibility and often external motivational factors. BuMed emphasizes the fact that fitness can't be maintained by mandatory tests conducted once a quarter nor can it be maintained by decree. What's needed is an active program that stimulates interest and motivates voluntary participation at all levels. That, the Navy hopes, describes Aerobics.

For a little background on why sustained physical exercise is necessary to good health, OpNavInst 1500.-22B quotes medical opinion:

- One of the keys to robust health is to have organs and cells—heart and lungs, in particular—which have the strength to function at full capacity. Not subjecting them to circumstances which call for their functioning at top level induces deterioration.
- When activity calls for their high-level function *on a regular basis*, the organs and cells are strengthened. The heart begins to pump more blood with each stroke; the lungs deliver more oxygen to the blood with each breath. This makes it possible for the cells to *deliver more energy, with less strain, on the heart and the lungs.*
- Exercise promotes a state of physical fitness, along with a sense of well-being. A great deal of this is brought about by the delivery of an increased amount of oxygen to the cells.
- *When the body is not conditioned, the full potential of the lungs has not been developed.* A program of exercise which challenges the endurance of the body on a daily basis, for at least a brief period, induces nature to increase the amount of oxygen the lungs are able to deliver to the blood.
- At the same time, the exercises condition the muscles of the heart so that it pumps the required amount of blood with fewer strokes. Not only is the blood volume increased, but the walls of the blood vessels become more firm, and the number and sizes of the vessels are enlarged in some tissue areas.
- These are benefits which can be realized from a program of proper exercises—they are not speculation but are *established scientific fact.*

We listened to a doctor discuss the subject.

"What is endurance, and can it be measured?" he asked. "A man's blood contains hemoglobin and, physiologically speaking, endurance is nothing more than the ability of the hemoglobin of a man's blood to absorb the amount of oxygen needed to perform a given activity and to keep sufficient oxygen and car-



bon dioxide ratio in the body to stall off an intolerable oxygen 'debt.' In common language, this means the ability to perform a given physical activity without getting tired or 'pooped.' "

If you want to be technical about it, the endurance level required of a Navy SEAL, or a paratrooper, or a Marine, calls for the "ability to gainfully use 60 milliliters of oxygen per minute." Let's translate that into understandable language: it means he should be able to run a mile in combat boots in seven minutes. These are the same measurements expressed in different ways. At this point, when we speak of endurance and the capacity of the heart and the lungs to supply the required amount of oxygen, we have to consider such factors as overeating, the use of tobacco and alcohol, insufficient rest and relaxation—they all have a negative effect on the ability of the human machine to use oxygen.

"Endurance training is simple," he finished off saying, "except building endurance just doesn't come from reading about it. You get out of it exactly what you put into it and, unfortunately, you don't get much out of it unless it 'hurts' a little bit."

Now that you have qualified medical opinion, you might consider how the aerobics point system of measuring physical activity works. OpNavInst 1500.22B suggests that you not underrate your ability and settle for the minimum 30 points a week. Your motivation and perseverance might surprise you. It goes on to suggest that you test yourself and become a member of a select group at the same time. For example, you can qualify for one of the following clubs:

- The *500-Point Aerobic Club*, the *750-Point Aerobic Club* or the *1000-Point Aerobic Club*. You make these clubs by performing aerobic-type exercises (see below) such as running, jogging, cycling, swimming, handball, tennis, etc., over a period of one calendar month. During this 30-day period, you must earn either 500-749 points, 750-999 points, 1000 or more points, depending upon which club you aim for. (The box on page 00 explains how you count the points.)

Other exclusive clubs are:

- *100-Mile Club*—Membership requires that you run 100 miles within a 90-day period in increments of not less than three miles at one time (which qualifies you for Category A), two miles at a time (for Category B) and one mile at a time (for Category C).
- *50-Mile Swim Club*—This calls for you to swim 50 miles (in 440-yard stints) within a period of 52 weeks. If you swim the "440" a total of 200 times in a period of a year, you're a member of this group.

- *The 1000-Mile/1000-Point Cycling Club*—To join this group all you have to do is 1000 miles and earn 1000 aerobic points within a period of 90 days. Bicycling is an "in" sport these days.
- *The Super "5" Club*—If you qualify five times for either the 500-, 750- or 1000-Point Aerobic Club, and also qualify five times for either the 100-Mile Club/50-Mile Swim Club or the 1000-Mile/1000-Point Cycling Club, you're a Super 5. If you do it soon, you may be the Navy's first original charter member.

For your efforts, in addition to improved health, you receive a certificate presented on behalf of the President's Council on Physical Fitness and Sports and the Chief of Naval Operations. (For some examples of activities which rate the Presidential Sports Award, see box on page 35). Further details can be found in OpNavInst 1500.22B. Other point scoring samples can be found in the box on page 36. Complete scoring information is in the OpNav Instruction.

To be a totally fit man or woman, you must achieve a certain standard in *speed*, *power*, *agility* and *endurance*. Most physicians, physiologists and physical educators agree that, of these qualifications, endurance is the most important. And the aerobics program adopted by the Navy not only demonstrates how endurance can be built up, it also enables you to measure your endurance.

- Endurance training is one of the best direct methods of achieving overall fitness requirements, and among the best available exercises to achieve endur-

ance are activities such as running, swimming, cycling, walking, stationary running, handball, basketball, tennis or squash, probably in about that order.

- Isometrics, weightlifting and calisthenics are good, as far as they go but, say the experts, they don't even make the first team despite the fact that most exercise books are based on these three activities—especially calisthenics.
- Sports like golf, volleyball, etc. (if played often and long enough), fall somewhere in between—not as good as the first group but definitely better than the second as far as heart and lung endurance is concerned.

The Aerobics Program is aimed to build up incentive for improving your endurance. The goals are not endless, but something that can be measured—a matter of gauging body-usable oxygen to a definite number of points gained per week—something that you can count and understand.

Additional motivation is gained when you can see the results in your personal health—weight comes off, you feel better, you find you can jog for a mile without having to stop, you can play five hard games of handball singles without getting sick to your stomach. All these tell you without even counting points that you are getting someplace and that your body isn't deteriorating because it isn't being used.

And finally, motivation also comes from recognition. As stated before, this may be in the form of a certificate supplied by CNO on behalf of the Presidential Council on Physical Fitness and Sports, or in some other form at the discretion of your command.

Don't get discouraged if you have to work up to your average of about 30 points per week. With a little effort and perseverance, you will be able to do it. The Aerobics Program isn't something which the physically gifted can do in a minimum of time and get it over with. It's like brushing your teeth. You benefit by doing it every day—not brushing for four hours at the end of the month.

BENEFITS FOR AEROBICS

Here are some health benefits you can expect if you participate in the Aerobics Program:

- Strengthening of body organs and cells, enabling them to function at full capacity.
- Extended capacity of the lungs and cardiovascular system.
- Strengthened heart muscles, with a decreasing number of heartbeats (that's good), better blood vessel tone, and lowered cholesterol blood levels.
- A significant side contribution is the prevention of obesity and all the benefits that are associated with an avoidance of that condition.
- Another significant factor, in many instances, is the lowering or avoidance of tension and hypertension.
- Finally, and perhaps most important to you, a feeling of general well-being.

The health benefits which can be derived from a regular program of adequate exercise — by everyone whose daily routine doesn't involve a substantial amount of physical activity—are truly great. The benefits are of such a degree of importance to the welfare of the human body that exercise, in some form or other, is a mandatory step in every effort designed to preserve the health of the body.

Before undertaking any physical activity program, you should have a thorough medical examination. This is especially important for persons over 40, or for anyone who has not been physically active on a regular basis.

Good heart, low cholesterol, release from tension, improved appearance, a sense of well-being—is it worth it to you?

PRESIDENTIAL SPORTS AWARD

Listed below are some samples of qualifying standards for Presidential Sports Awards. A complete list may be found in OpNavInst 1500.22B.

If you're a back-pack climbing enthusiast, or a skating buff or a pentathlon expert, you can also measure your endurance, aerobically speaking. However, in the listing below we have covered only those which are

AEROBICS

particularly pertinent in the environment of personnel in the sea service.

The basic principle governing qualification for a Sports Award is as follows:

- 50 hours of participation
- Spread over at least 50 activity sessions (see below)
- Within a period of four months.

Variations from the 50-session periods have been established in certain sports where seasons may be short or access to facilities limited.

HANDBALL

1. Play a minimum of 150 games.
2. No more than four games in any one day may be credited to the total.

ROWING

1. Row a rowboat a minimum of 50 miles or row a wherry a minimum of 100 miles or row a shell a minimum of 120 miles.
2. No more than one and one-half miles in any one day may be credited to total (rowboat); no more than three miles in any one day may be credited to total (wherry); no more than three and one-half miles in any one day may be credited to total (shell).

SWIMMING

1. Swim a minimum of 25 miles (44,000 yards). That's an average of approximately 880 yards per session, on the basis of 50 sessions.
2. No more than three-fourths of a mile in any one day may be credited to total.

VOLLEYBALL

1. Play volleyball or practice volleyball skills a minimum of 50 hours. One hour every other day would be qualifying, with hours to spare.
2. At least 20 of the 50 hours must be in organized league or tournament games.
3. Not more than one hour in any one day may be credited to total.

JOGGING

1. Jog a minimum of 125 miles (approximately a mile a day).
2. No more than two and one-half miles in any one day may be credited to total.

JUDO

1. Practice judo skills a minimum of 50 hours.
2. At least 30 of the 50 hours must be under the supervision of a qualified teacher.
3. No more than one hour in any one day may be credited to the total.

KARATE

1. Practice karate skills a minimum of 50 hours.
2. At least 30 of the 50 hours must be under the supervision of a qualified instructor.
3. No more than one hour in any one day may be credited to the total.

BOWLING

1. Bowl a minimum of 150 games.
2. No more than five games in any one day may be credited to total.
3. The total of 150 games must be bowled on not less than 34 different days.

BICYCLING

1. Bicycle a minimum of 1000 miles (more than five gears); or bicycle a minimum of 650 miles (five or fewer gears).
2. No more than 20 miles in any one day may be credited to total (more than five gears); no more than 13 miles in any one day may be credited to total (five or fewer gears).

AEROBICS SCORING

Here is a sample of how to score aerobics points for common activities. A more detailed chart can be found in OpNavInst 1500.22B.

Point Values for WALKING and RUNNING

1 Mile	Points
14:30-19:59 min	1
12:00-14:29 min	2
10:00-11:59 min	3
08:00-09:59 min	4
06:30-07:59 min	5
Under 06.30 min	6

Point Values for CYCLING

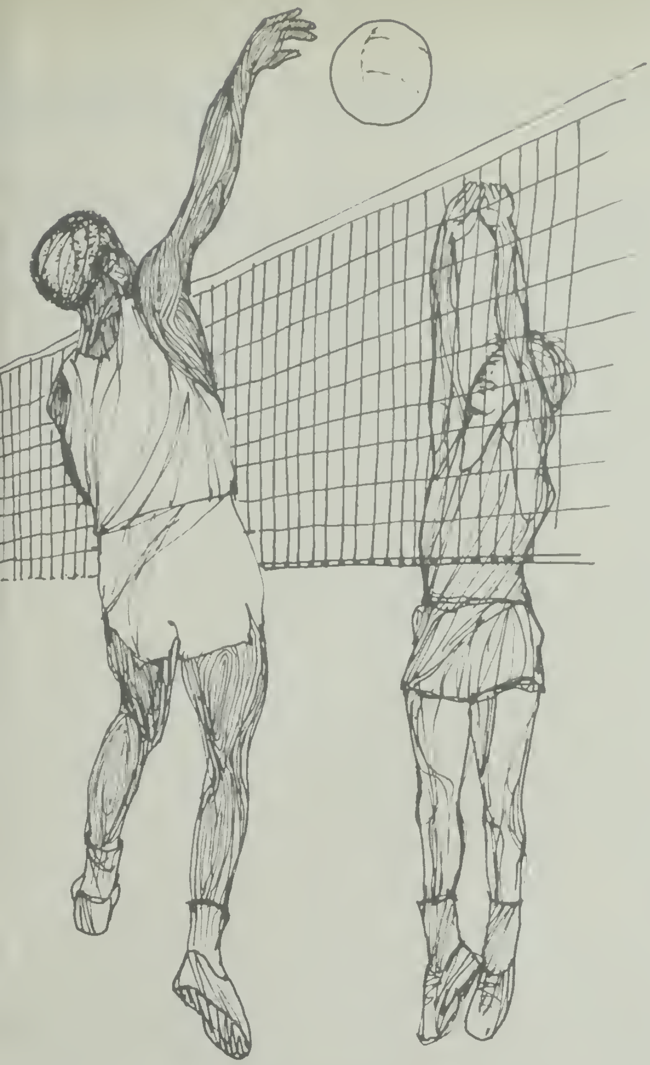
2 Miles	
08:00-11:59 min	1
06:00-07:59 min	2
less than 6 min	3
3 Miles	
12:00-17:59 min	1½
09:00-11:59 min	3
less than 9 min	4½

Point Values for Swimming (Overhand Crawl)

200 Yards	
05:00-06:39 min	1
03:20-04:59 min	1½
less than 03:20 min	2½
300 Yards	
10 min or longer	1
07:30-09:59 min	1½
05:00-07:29 min	2½
less than 5 min	3½
400 Yards	
13:20 min or longer	1
10:00-13:19 min	2½
06:40-09:59 min	3½
less than 06:40 min	5
500 Yards	
16:40 min or longer	1
12:30-16:39 min	3
08:20-12:29 min	4
less than 08:20 min	6

Point Values for HANDBALL, BASKETBALL, SQUASH, PADDLE BALL

Duration (min)	Points
10	1½
15	2¼



GOLF

1. Play a minimum of 30 rounds of golf (18 holes). (Approximately 36 holes a week.)

2. No more than one 18-hole round a day may be credited to total.

RUGBY

1. Play rugby or practice rugby skills a minimum of 50 hours.

2. At least 30 of the 50 hours must be under the supervision of a coach.

3. No more than one hour in any one day may be credited to the total.

SOFTBALL

1. Play softball or practice softball skills a minimum of 50 hours.

2. At least 20 of the 50 hours must be in organized league or tournament games.

3. No more than one hour in any one day may be credited to the total.

TABLE TENNIS

1. Play table tennis a minimum of 50 hours.

2. At least 20 of the 50 hours must be in organized league or tournament play.

3. No more than one hour in any one day may be credited to the total.

WATER SKIING

1. Water ski a minimum of 50 hours.

2. No more than two hours in any one day may be credited to the total.

TENNIS

1. Play tennis a minimum of 50 hours.

2. No more than one and one-half hours in any one day may be credited to the total.

3. Total must include at least 25 sets of singles and or doubles (tie-breaking rules may apply.)

20	3
25	3¾
30	4½
35	5¼
40	6
45	6¾
50	7½
55	8¼
60	9
65	9¾
70	10½
75	11¼
80	12
85	12¾
90	13½

Point Values for Other Sports and Games

Badminton	Points
1 game	1½
2 games	3
3 games	4½
Football	
30 min	3
60 min	6
90 min	9
Golf (No Motorized Carts)	
9 holes	1½
18 holes	3
Rope Skipping	
5 min	1½
10 min	3
15 min	4½
Rowing	
6 min	1
18 min	3
36 min	6
Tennis	
1 set	1½
2 sets	3
3 sets	4½
Volleyball	
15 min	1
30 min	2
60 min	4

Pushups
1 point for each 20

Pullups
1 point for each 5

Situps
1 point for each 25

Circuit Training
3 for each cycle

Stationary Running
1 point 100 counts

Weight Lifting
3 points for each ½ hour

Leg Lifts
1 point for each 25

Toe Touches
1 point for each 25

Side Straddle Hops
1 point for each 50

- ADM MOORER: A SALUTE FOR A JOB WELL DONE

The following statement has been released to all military commands by Admiral Thomas H. Moorer, Chairman of the Joint Chiefs of Staff:

"Upon the termination of the longest and in many respects the most difficult period of combat in our nation's history, I give you my personal salute for a job well done. The tremendous sacrifices and, in particular, the supreme effort by our comrades who were lost during the war have not been in vain. We were called upon by our nation's leaders, as we have been in the past, to carry out orders in furtherance of national policy and objectives. Few can argue against the command will and determination shown by our armed forces while attaining these objectives. You have performed superbly; your spirit and elan have remained steadfast throughout. The human qualities and greatness handed down from past military generations have remained undiminished.

"Now the long conflict has come to a close, but our tasks remain. In coming months we must make every effort to account for those still missing in action, while we prepare ourselves for the future. As we move ahead, I have every confidence that when your accomplishments are chronicled in the pages of history, it will be written that you performed second to none, in the longest, most difficult and, in many cases, the most frustrating and complex war in the history of our nation."

- NEW BLUE UNIFORM NOW IN STOCK AT MOST SMALL STORES

The new enlisted service dress blue uniforms are now available in a wide range of sizes at most clothing and small stores throughout the Navy. A full range of accessories is also available. The new uniform is now optional for all E-6s and below. After 1 Jul 1975 it will be mandatory for all except those with less than one year left to serve in the Navy. The small stores price for the new blues is approximately $37 for either the lightweight worsted wool blend or the heavier wool serge material.

- ENLISTED SHORE DUTY BILLETS OUTLINED IN CURRENT NOTICE

All shore billets -- in the U. S. and overseas -- for all ratings are listed in the current BuPers Notice 1306, so if you're looking for a suitable shore billet, you can use this as a shopping guide. The notice has been expanded since its last publication by showing occupational categories for each rating. These categories include MAAG, instructor, recruiter, aircrewman, independent and general duty.

This listing indicates existing billets, not vacancies. Some of these billets will become vacant in the near future while others won't be available for two or more years. A new listing is published every six months, updating shore duty opportunities.

- MERITORIOUS ADVANCEMENT APPLICATIONS DUE 15 NOVEMBER

Commanding officers submitting meritorious advancement recommendations for enlisted personnel should do so by 15 Nov 73, in time for the selection board which meets next February. To be recommended, a candidate must: be a petty officer 2nd or 1st class on active duty; meet eligibility requirements for such advancement; have participated in at least five valid examinations - and at least three of the last five -- without being advanced; and have demonstrated sustained exceptional performance in assigned duties. BuPers Note 1430 of 13 Aug 1973 set the deadline and contains detailed information.

Before submitting letters of recommendation, commanding officers should personally interview the person being recommended and make comments on the individual's capacity to serve in the next higher pay grade. Letters, an original and one copy, should be sent to the Chief of Naval Personnel (Pers 5232).

- KOREA NO LONGER ON HOSTILE FIRE PAY LIST

Military men and women serving in Korea are no longer entitled to hostile fire pay. This change went into effect on 1 Sep 73, and it cancels provisions of paragraph 11002A (2) of the Department of Defense Pay Manual.

- 1974 WHITE HOUSE FELLOWS' APPLICATIONS DUE 15 NOVEMBER

Applications for a White House Fellowship -- a highly competitive and career-enhancing program of working with top government officials for a year - must be postmarked to the Commission on White House Fellows' Program by 15 Nov. This program is for highly motivated and dedicated individuals, ages 29 to not older than 36 by 1 Sep 74, who show exceptional promise for future development and who are committed to a career in the Navy. It provides an opportunity for those selected to serve as special assistants to cabinet officers and White House staff members and to view closely the workings of government. Application forms and additional information can be obtained from the BuPers White House Fellows Program Manager (Pers-402e), telephone (202) OX4-4833 or autovon 224-4833.

- DOD SENDS NEW FLIGHT PAY PROPOSAL TO CONGRESS

The Department of Defense has sent to Congress proposed legislation which would restructure the flight pay system for officers. The change, proposed to take effect on 1 Jan 1974 if passed, is intended to help retain aviation officer personnel completing their first obligated tours of duty.

To accomplish this, the new plan would offer the highest rate of flight pay when an officer aviation crewmember passes the six-year point for time in aviation duty. Flight pay would be based on the amount of time served in the aviation field; it would be unrelated to rank or total time in service. Aviation duty time would begin with the effective date of the initial order to perform flying duty (flight training).

- NEW CHAMPUS RULES TO ELIMINATE SOME SPECIAL EDUCATION PAYMENTS

The Department of Defense has issued new guidelines on the CHAMPUS program which will eliminate payments for dependents' special education costs if the educational services are not directly related to the medical treatment of the dependent. Also under the new guidelines, CHAMPUS will stop covering the costs of educational rather than medical services. CHAMPUS payments for education services provided for the handicapped or retarded -- and those related to Christian Science practitioners -- are not affected.

The new guidelines stopped nonresidential educational services on 31 August, and payments for residential educational programs not already approved will be stopped no later than 31 Dec 1973. The tightened procedures have come after a study of the legislative intent of the laws which established CHAMPUS.

• ORISKANY OFFICER RECEIVES AWARD FOR BENEFICIAL SUGGESTION

Commander John Pratt, safety officer aboard USS Oriskany (CVA 34), has received a check for a tidy sum for a beneficial suggestion which will net the Navy more than $50,000 annually. CDR Pratt, while stationed at the Service Test Center at NAS, Patuxent River, Md., suggested changing the location of flameout engine work from across the country at Edwards AFB or China Lake's Naval Air Facility in California to the nearby Marine Corps Air Station, Cherry Point, N. C. Sounds simple, doesn't it? This change will save the Navy $50,000 in per diem and travel costs each year.

• THREE UNITS NAMED AS OUTSTANDING SQUADRONS FOR FY 73

Three aviation units, Pacific Fleet's VF 161, Atlantic Fleet's VA 75, and Helicopter Squadron 11, have been selected as the outstanding squadrons in the Navy for Fiscal Year 1973. VF 161 is the winner of the Admiral Joseph Clifton Award; VA 75, the Admiral C. Wade McClusky Award; and HS 11, the Admiral "Jimmy" Thach Award. Thre three squadrons were honored for their outstanding achievements in weapon systems readiness, combat readiness, combat and/or combat exercises, contribution to weapons systems and tactics development, and overall contribution to Naval Aviation within their aircraft type. Squadrons are nominated by fleet commanders and selected by the Chief of Naval Operations.

• RETIREMENT QUESTIONS? CALL THE NAVY's NEW HOTLINE NUMBER

Navy people with questions about the proposed Non-Disability Retirement System may now take their question to a Navy action line service. Autovon number to call is 224-1511. The heavy volume of calls to the original Department of Defense action line service created the need for each branch of service to operate its own center.

• RESERVE EXCHANGE PRIVILEGES POLICY REVISED

Only members of the Reserve who are in a pay status will be authorized unlimited exchange privileges, and those only on drill days. This policy is a revision of the recently granted unlimited drill-day exchange privilege granted by the Department of Defense. Members in a non-pay status will continue to have only limited privileges. Neither group may shop at commissaries.

When drilling Reservists shop at an exchange, they must show both their red identification card and a statement from their unit commanding officer indicating which day or weekend they are drilling.

- PUC GIVEN TO USS CONSTELLATION, ATTACK CARRIER AIR WING 9

President Richard M. Nixon has awarded the nation's highest unit award, the Presidential Unit Citation, to USS Constellation (CVA 64) and Attack Carrier Air Wing Nine. The award was given for "extraordinary heroism and outstanding performance of duty against an armed enemy in Southeast Asia from October 22, 1971 to June 13, 1972." It is only the second time that a carrier/air wing team has been given the award since World War II. Air Wing Nine consisted of Fighter Squadrons 92 and 96, Reconnaissance Attack Squadron 11, and detachments of Tactical Electronic Warfare Squadron 130 and Helicopter Support Squadron One.

- NAVY TO HOST THIS YEAR'S INTERSERVICE PHOTO CONTEST

The Navy will serve as host to this year's Interservice Photo Contest. Deadline for entry is 1 November. Details can be found in BuPersNote 1700 of 18 Apr 1973 or BuPers Inst 1700.15A. Entries should be sent to the Chief of Naval Personnel (Attn: Pers-721).

- TRANSPORTATION MANAGEMENT COURSE APPLICATIONS DUE 14 DEC

Applications for the 5 1/2-month Transportation Management Course open to Navy Supply Corps officers should be received by the Chief of Naval Personnel (Pers-4412) by 14 Dec 1973. The course, conducted at the Naval School, Transportation Management, Naval Supply Center, Oakland, Calif., is designed to train officers of all services for assignment to operating, staff and management billets in transportation and related material distribution areas. Supply Corps officers in paygrades O-2, O-3, and O-4 and chief warrant officers (supply clerks) are eligible to apply for the July '74 and January '75 sessions.

- ETHNIC BUYING GUIDE PUBLISHED BY RESALE SYSTEM OFFICE

An ethnic buying guide -- listing products of special interest to ethnic group members -- has been published by the Navy Resale System Office and is now being distributed to fleet activities around the world. The guide lists housewares and appliances, stationery and periodicals, toys, toiletries and men's and women's accessories now available and the most popular items in each of these categories. There is also a list of toiletries which exchanges keep in stock at all times.

- NEW FLU VIRUS MAY REQUIRE MORE SHOTS

The Bureau of Medicine and Surgery has announced that a newly discovered strain of influenza virus will require many active duty Navy people to receive two separate flu immunizations this year instead of the usual one. BuMed Notice 6220 of 26 August says that the new flu bug has caused outbreaks of influenza recently in several countries and the vaccine currently in use is not protective. A vaccine for the new strain has been produced and will be available before the winter months, and immunization with this vaccine will be mandatory for active duty personnel.

FILMS IN THE FLEET

The following are synopses of a few films recently made available to the Fleet by the Navy Motion Picture Service:

THE EMIGRANTS

Director Jan Troell gives a European viewpoint of the massive immigration to America in the 1840s. His portrayal focuses on the Swedish emigration from a country stricken with famine and restrictive society. The visual presentation of the misery of their lives is effective. Likewise, the voyage to America is movingly dramatized as the camera vividly portrays the grueling hardships that had to be endured. Liv Ullman and Max Von Sydow play the central characters in this epic that ends when the family finds its way into what is now Minnesota. How they settle is the subject of a sequel entitled "The New Land."

LOLLY MADONNA

Tennessee hill families—the Feathers and the Gutshalls—involve themselves in a tragic feud which has bloody consequences. Rod Steiger heads the Feather family, which harbors seething resentments against the Gutshalls, relative newcomers to the area. Director Richard Sarafian and photographer Philip Lathrop give audiences some beautiful on-location shots of the hills and meadows of northern Tennessee.

THE THIEF WHO CAME TO DINNER

Ryan O'Neal is a computer technician who chucks it all for a supposedly more remunerative life of crime. He turns to burglary and picks up Jacqueline Bisset for an assistant. Known as the chess burglar, he is the cleverest thief on the current scene. The film takes on an added dimension through the portrayal of a dedicated insurance agent—a straight man not unlike the man O'Neal was before he started stealing—who is in constant pursuit of the chessman. The movie makes good entertainment.

THE VALACHI PAPERS

A violent chronicle of the American Mafia from the 1920s to the early 1960s, as told by gangster Joe Valachi (Charles Bronson). Valachi gained notoriety when he made startling confessions before a Congressional committee in 1962, and the film is composed of flashbacks. Director Terence Young attempts to be as truthful as possible in portraying actual personalities and events.

SCORPIO

A complex spy adventure in which Burt Lancaster stars as a veteran in the field of espionage who becomes a double agent and gets caught in the middle. While on the run from a cold and calculating intel-

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from the desk of the Master Chief Petty Officer of the Navy

'Putting In Your Papers'

MCPON JOHN D. WHITTET

Navymen and Navywomen with at least 19 years and six months of active service are normally eligible to "put in their papers" and transfer to the Fleet Reserve in accordance with BuPersMan 3855180.

There are several factors which should be taken into consideration by Navy personnel when applying for transfer to the Fleet Reserve. Hopefully, this article will help explain the process to you and help make your transition as smooth as possible.

Perhaps your main concern is the establishment of the date. While it may be convenient and economically advantageous for you, it is not always possible for the Chief of Naval Personnel to match an appropriate relief for you on the exact date that you've selected for transfer to the Fleet Reserve. In cases where relief problems do occur, unless your commanding officer agrees to "gap" (release you without an on-board relief) your billet, the date that you have requested will have to be delayed until your relief reports on board.

Proper submission of your request will go a long way in helping you receive approval for the date you want. Ideally, the date you select should coincide with your projected rotation date (PRD). However, at the time you first become eligible for transfer to the Fleet Reserve (19 years, six months' service including constructive time), consideration may be given by the Chief of Naval Personnel for an effective Fleet Reserve transfer date up to six months beyond your PRD. If you are past the point of initial eligibility, an over tour of no more than three months will be authorized. If the date that you request is more than six months over your PRD, you must serve a minimum of one year on board your new duty station before your transfer to the Fleet Reserve can be authorized. In this event, your application will be returned to you for resubmission through your new commanding officer.

You can also save yourself a hassle by submitting your papers at the proper time. Keeping in mind that it normally takes from eight to 10 weeks to process your papers here in BuPers, *it is best to submit your request from six to 12 months in advance of the date you want so that there will be enough time to find a relief for you if one is required.* If your application is made more than 12 months prior to the requested Fleet Reserve date, your papers will probably be returned for submission at a later date. If no contact relief (relief on board before you depart) is required, you may be authorized transfer on the date selected even though it was submitted less than six months beforehand.

Sometimes Navy members do not fully understand that they do not "rate" or have a legal entitlement to *retirement* until the completion of 30 years of active service. It is the policy of the Navy department to release its personnel to the Fleet Reserve upon completion of 19 years and six months or more of active service and this should not be confused with the actual entitlement to retire.

In most cases, if you're on sea duty you may request a date any time beyond your PRD if you agree to stay on sea duty until the date you have requested.

Remember, too, that if you are on an overseas assignment, you will be required to complete the full tour prior to transferring to the Fleet Reserve. Exceptions to this policy are rare, but a waiver of up to three months may be considered if you have children in school (overseas) and your requested date is between school semesters. Any other waivers to this policy are strictly limited to thoroughly documented hardships.

In the past, individuals in certain "critical" rates were required to complete 20 years of service, instead of the normal 19 and six, before they would be authorized transfer to the Fleet Reserve. Now, however, with centralized detailing, this is no longer necessary. Every application is considered on its own merit.

Of course, your service for transfer to the Fleet Reserve is officially computed here in BuPers, but for your own planning purposes don't forget to figure in your constructive time and minority enlistment if you have one. Constructive time refers to the length of any early reenlistments (within three months of EAOS) you may have had or will have during your career, and it must be added to your day-for-day service in calculating the 19 years and six months' service for transfer required. Also, completed minority enlistments (served to within three months of the expiration of enlistment) are counted as four years of active service.

And don't forget to check and see if you can increase your multiple by extending or postponing your Fleet Reserve date for a few months.

Just one more thing, when you get ready to transfer to the Fleet Reserve and you want to move your household goods, be advised that mere Fleet Reserve authorization is not sufficient to move your household goods. You must take your Fleet Reserve authorization to the personnel office and have a set of orders typed for you. With orders in hand, you can proceed to have your household goods moved up to six months before your set Fleet Reserve transfer date.

With a little planning and preparation, putting in your papers can be relatively trouble-free. Anticipate your Fleet Reserve transfer with preparation and pride and we here in BuPers will do all we can to help you get the date you want with the Fleet Reserve.

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ligence official (John Calicos), he encounters a variety of bewildering characters. The plot twists and turns throughout the film. Filmed in Paris, Vienna, and Washington, D. C., by Englishman Michael Winner.

SLEUTH

A famous mystery writer driven mad by unsolvable crimes. An egotist, an intellectual, and a sportsman of the games people play, he attempts to stage a murder situation in which he plays the controlling role, pulling all the strings. But the unraveling of a mystery over which the novelist has such complete control in his novels becomes too strenuous a game in real life. Lawrence Olivier and Michael Caine are excellent.

Other films that have been made available are listed below. All movies are in color unless designated by (B&W). Those in wide screen are designated by (WS).

Tom Sawyer (WS): Musical; Johnny Whitaker, Celeste Holm.

Roma: Documentary: Federico Fellini, Peter Gonzales.

Jory: Western; John Marley, B. J. Thomas.

A Warm December: Melodrama; Sidney Poitier, Esther Anderson.

Q&A

AN INTERVIEW
W H R. RICHAR

INCREASING YOUR OPPORTUNITY FOR A HIGHER EDUCATION

The following report is on the Worldwide DOD Conference on Education for members of the armed forces – and when we say worldwide, we really mean it. The people participating were stationed at such varied locations as Frankfurt, Germany; the Panama Canal Zone; Anchorage, Alaska; Vicenza, Italy; Manila, Republic of the Philippines; and Tokyo, Japan. Dr. Richard Rose, Deputy Assistant Secretary of Defense for Education, headed the conference and, although he was in the Pentagon, the participants were linked together through the various networks of the Armed Forces Radio and Television Service (AFRTS).

In addition to those taking part from outside the United States, there were participants from the local Washington area, including a staff reporter from ALL HANDS *Magazine. Here are Dr. Rose's opening statements and his answers on the subject of educational opportunities which will be of interest to Navymen.*

The years spent in the Armed Forces can be years of learning and growth. Virtually everyone that is in the Armed Forces is going to receive, or has received, some type of specialized training. All or a part of this training can be applied to civilian life.

Now, we have numerous off-duty educational opportunities. I believe the most productive program for any individual is one that will complement the skill training the man has already received and, thereby, totally utilize his learning efforts.

The goal is to offer the serviceman or servicewoman opportunities to learn that will result in better jobs upon return to civilian life, or advancement in the Armed Forces. We are a "credentially oriented" society so it is important that our voluntary education program offer appropriate certificates, licenses or degrees. But, again, let me stress the fact that this is pragmatically oriented—that is, a practical program. Our stress is not the baccalaureate degree, as it perhaps once was. Rather, it stresses programs and educational efforts that will result in a better lifestyle, basically better jobs, for the service men and women who participate.

The major shortcoming that I see in our educational programs to date is really under-utilization. Every enlisted person has the tuition aid or tuition remission available to him right now. That is to say that 75 per cent of the tuition cost will be paid by his service.

Every enlisted person has, after six months of active duty, the VA educational benefits which will often pay the entire cost of educational programs. So the opportunities exist. It is, however, analagous to the adage of leading a horse to water but not being able to make him drink.

We have programs and each service is eager to support its voluntary education effort. If the individual serviceman can't find a program that interests him, he should ask to see the Educational Services Officer and I guarantee him that the officer will do everything in his power to provide a meaningful education program to that individual.

Q. *Does the Department of Defense contemplate any additional actions toward ensuring that non-high school graduates entering the service obtain a high school diploma or equivalency certificate while they are in the service?*

A. We contemplate no additional programs and feel that the current PREP program and the current GED program are really adequate to meet most of the needs of enlisted people who don't have a high school diploma. I think that this is where good counseling really will play a major role. It's important that the educational aspirations the individual entertains are realistic. If he isn't a high school graduate, I think his first goal should be to earn a high school diploma or state equivalency.

Q. *I understand that there is a Serviceman's Opportunity College program in which a number of colleges throughout the country take part. There is also a New York Regents External Degree Program. Could you give us a few words on just what these programs do for petty officers and those who haven't yet reached petty officer status?*

A. These programs are two principal vehicles for granting degrees and certificates to Armed Forces members as well as the numerous resident programs.

The Serviceman's Opportunity College is really a consortium or cooperating partnership of community and junior colleges (about 120 in number now) throughout the country and throughout the world, that offer to servicemen opportunities to earn associate degrees. The reason for the consortium is basically that we have four criteria for membership in this consortium:

First, and most important, is the fact that there's free transfer of credit between the cooperating consortium members. The major impediment most servicemen faced in the past has been their inability to transfer credits from one institution to another when their duty station has been changed. The members among this association of colleges freely accept transfer and they accept the mobile life that is attendant to being in the Armed Forces.

Second, they have liberalized entrance requirements and will accept the GED High School Equivalency Certificate. They also accept the fact that they are dealing with an adult who has numerous nontraditional learning experiences which all accumulate into a more educated person.

Third, they will offer education by contract or degree by contract. If, for example, you were to enroll in Northern Virginia Community College in a program of police science and then you should be transferred to a location where a consortium member didn't have a police science program, then Northern Virginia Community College would counsel you by mail, suggest courses for you to take, apply these courses against their credit bank and you could earn your associate degree back at Northern Virginia Community College in the program that you originally enrolled upon.

The *fourth* aspect is the fact that the residency requirements are held to an absolute minimum or are in some cases nonexistent in this program. Also residency requirements need not be satisfied during the final portion of the program, rather they may be satisfied at any time in the program.

We feel this cooperative arrangement by the participating colleges will accommodate the serviceman and accommodate his needs in a superior fashion rather than trying to have the individual cope with each single institution as he is transferred about the country.

Now, the second part of your question concerning New York State Regents External Degree Program. This is a more nontraditional approach toward earning a degree. It is a situation where the New York State Regents will examine all evidence of formal learning such as correspondence courses, achievement tests, CLEP Examination Series, transcripts from numerous institutions and evidence of work experience. They then evaluate all these forms of accomplishment and apply the evaluations to a credential.

To date, about 600 people have received associate degrees in this program. More than half of these people are service personnel and many have never set foot in New York as far as their educational program is concerned. Instead, they submitted their credentials for review and earned an associate degree.

Now this really speaks more to the needs of the career service person who is on his first enlistment. A good many senior NCOs have accumulated numerous credits throughout the country. This is a chance for them to cash them in at one location and receive a reasonably prestigious educational degree.

Q. *You mentioned that, under the New York State Regents Program, work experience will be evaluated as well as school work. Does this include work experience within the military framework and military schools?*

A. Yes, it includes both.

Q. *Are there plans for locating serviceman's opportunity colleges overseas?*

A. There are plans to have member institutions in a serviceman's opportunity college offer programs overseas. Currently, I think there are 13 or 14 members of the consortia in the Serviceman's Opportunity College Program offering programs in Europe. As the need becomes evident, I think this practice will increase. The plan is to offer as much resident instruction as possible.

Q. *The serviceman's opportunity college is primarily a two-year or junior college—what about four-year colleges? What is the Department of Defense doing to decrease residency requirements?*

A. We are, at present, negotiating with an education association, the Association of State Colleges, to form a four-year serviceman's opportunity college. Again, the criteria will be essentially the same (as for the two-year college). We would try to reduce the residency requirements, try to get a more liberalized transfer of credit. We would also like to ensure that the person who earns an associate degree has upward mobility and would elect to pursue a baccalaureate degree by receiving recognition of his previous learning experience.

Q. *In the past, ALL HANDS Magazine has received letters to the editor in which the correspondent complained that his equivalency certificate was not recognized by organizations outside the Navy. Have you any suggestions concerning what a man can do when he finds himself in such a situation?*

A. Yes. I think the Chief, Naval Training Command, would like to know about these things as I would. I feel we have an obligation to the sailor who has completed a high school equivalency and wants to use it. We can't guarantee that every civilian institution will accept it but I think we have an obligation to find out why that institution fails to recognize it. Second, I think we can work through the various state departments of education, as we have been, to achieve a broader recognition of the GED certificate.

If an individual finds he's being handicapped through lack of recognition of this certificate, I would first make it known within the Navy. If he doesn't receive satisfaction there, I would like to know about it.

Q. *Much has been said and printed concerning the quality of managers and executives in the federal government and the need for specialized training to assure that competent, well-trained individuals are available for future replacement. Does the Department of Defense consider this a problem? If so, what is being done about it?*

A. In-service training for competent managers is a problem within DOD as it is with all large organizations. We do have two management training institutions within DOD and, more importantly, we hope to expand the opportunity for management-oriented educational programs. This would really speak to the needs of career officers more than any other segment of the service population.

We are exploring the possibility of forming a consortium of business schools and colleges, perhaps 10 or 12, that would recognize, first, the management content in the senior service schools—the War Colleges and the Command and Staff Colleges, and award to the career officer appropriate recognition or appropriate credit for this learning experience.

Second, we would like to try to work towards the end of removing some of the credit restrictions, or transfer restrictions, that normally are placed on graduate programs. Currently, the person can only transfer, on the average, six credit hours. This is a major impediment to the average person pursuing a master's degree in business administration on a part-time basis. We would like to see if we can't get that liberalized or even removed.

Third, we'd like to get a recognition of some nontraditional means such as examinations, or independent study. We feel this three-pronged approach would allow a great many more people to pursue management training. We also feel that any individual who is so inclined and has the academic talent could pursue formal management training.

We think that to rely upon our formal management training institutions denies access to this education program to a great many people. We would like to open it up so that anyone who is interested could pursue management training.

Q. *I'm sure that you're aware in your travels around the various military bases that a number of our education center facilities are inadequate, or marginal, in some respect or another. Yet, we haven't had much success in getting construction of education facilities simply because they don't seem to stand up in the competition with all the other requirements for military construction. Does the Department of Defense have plans for supporting a long-range centralized facilities improvement program for the construction of permanent education centers through military construction funds?*

A. Yes. The plan is to place far greater emphasis upon the educational effort and each service is preparing a comprehensive plan on its permanent installations that will focus to a far greater extent in the future on the education service facilities.

Right now, construction dollars are tight and, of course, there are priorities. Many times, priorities fall out in such a fashion that the education service center that we would like to see constructed isn't built. On the other hand, it doesn't indicate that there isn't a high level of interest on the part of each service. There are plans to place greater emphasis on the educational facilities on each major installation.

Q. *Under the all-volunteer service concept, will more emphasis be put on dependent education by DOD than has been the case prior to the volunteer concept? If so, what will this increased emphasis mean to the parent and the student in the school?*

A. Yes, there's going to be a great emphasis in the future—whether it will be greater than we have placed in the past, I don't know. I think we have placed a pretty high order of emphasis on that to date. At least in the year that I have been here.

It is critically important to the career service person that his children have the best possible education that we can provide. The measure in the past has been that the education overseas has been comparable to that received in the States and I think that that's no longer really a viable measurement.

I think that, in many cases, we should be providing, and can provide, a superior educational experience *because* the child is overseas and we can capitalize on that fact.

Now, we are instituting several new programs that we are going to try in a modeling situation. One is a revised calendar, one is vertical curricular structure and the third is a master teacher concept. We have asked each of the three principal areas to build a model and try it for a year. Collectively we'll observe the results of this effort and then we will make a judgment as to whether it is practical to attempt to implement these new programs on a worldwide basis.

Chronology of the Sea Service 1913-1941

The Emerging Era of the Modern Navy

Presented here is the third part of the Chronology of the Sea Service; the first was carried in January and the second was included in the July issue. This section covers the years immediately before World War I (1913) and continues through to November 1941, just before America's entry into World War II.

The Chronology highlights the Navy's struggle to create its naval air force, and the period covers the birth of the service's lighter-than-air fleet as well. Almost within a decade following the end of the World War, the Navy—and all the services for that matter—feels the full impact of the Great Depression, and the war drums again begin to sound in Europe. The Sea Service finds itself preparing for another war looming over the horizon of time.

Here then are listed the development of new weapons and new ways of maintaining the freedom of the seas, from the submarine and aircraft to the first steps leading to refining amphibious warfare tactics. In these years of steady and determined progress, the Navy entered the age of the specialist—aviator, submariner, radioman, radar operator, landing signal officer, to name but a few. Nothing continues the same for long in any field of endeavor. Change is brought about by men who dare, and change, too, is forced upon all by circumstances such as in war. This section of the Chronology could well be called the Emerging Era of the Modern Navy.

1913 (continued)

13 Jun—Navy sets American altitude record for seaplanes—6200 feet.

20 Jun—ENS W. D. Billingsley is first naval aviator to be killed in flying accident.

30 Aug—The General Board recommends immediate organization of an efficient naval air service.

7 Oct—SecNav appoints the Aeronautic Board. Board recommends establishment of aeronautic center at Pensacola; assignment of one aircraft to each major combatant ship; and expenditure of $1,297,700 on the program.

1914

20 Jan—First school for naval air training located at Pensacola, Fla.

28 Jan—U. S. Marines land at Port au Prince, Haiti.

16 Feb—U. S. Marines land at Port de Paix, Haiti, to protect American interests.

6 Apr—USS *Dolphin's* boat crew seized and marched through streets of Tampico, Mexico.

14 Apr—Atlantic Fleet warships ordered to Mexico.

18 Apr—U. S. demands that Mexico salute U. S. flag before 1800 on 19 Apr.

19 Apr—Mexico renders apology and salute in Tampico affair.

21 Apr—Victoriano Huerta had deposed legal government of Mexico. President Wilson orders coast of Mexico blockaded and seizure of customs house at Vera Cruz.

22 Apr—Vera Cruz is occupied by a mixed force of Marines and Bluejackets.

25 Apr—LTJG P. N. L. Bellinger pilots the AB-3 flying boat to observe city of Vera Cruz and for preliminary search for mines in harbor—Navy's first use of aircraft in combat situation.

6 May—First combat damage received by a Navy plane at Vera Cruz, Mexico.

28 Jun—Archduke Ferdinand of Austria is assassinated at Sarajevo, Bosnia. (This act leads eventually to World War I.)

1 Jul—Prohibition proclaimed for Navy. Office of Naval Aeronautics established.

28 Jul—Landing party from USS *Rainbow* and *Albany* lands at Shanghai, China, to protect American interests.

15 Aug—Marines arrive at Port au Prince, Haiti, aboard USS *Hancock* to protect American interests during a revolution.

12 Oct—First Navy ship, collier *Jupiter*, completes transit of Panama Canal.

24 Oct—Battleship *Kansas* ordered to Port au Prince, Haiti, to protect American interests.

23 Nov—The title of Director of Naval Aeronautics is established for officer in charge of naval aviation.

1 Dec—First Navy flying school opens, at Pensacola, Fla.

1915

3 Mar—Office of Chief of Naval Operations established. National Advisory Committee for Aeronautics established.

8 Mar—USS *Baltimore*, first U. S. minelayer, placed in service.

25 Mar—Submarine *F-4* sinks off Honolulu, Hawaii; 21 lost; first submarine sinking in Navy history.

16 Apr—AB-2 flying boat is successfully catapulted from a barge. This led to installation of catapult aboard ship.

23 Apr—LT P. N. L. Bellinger sets American altitude record for seaplanes, reaching 10,000 feet in one hour, 19 minutes.

26 Apr—U. S. interns German raider *Kronprinz Wilhelm* at Newport News, Va.

1 May—ss *Gulfight* torpedoed by German submarine. First American merchantman sunk by sub in WW I.

7 May—British steamer *Lusitania* torpedoed by German submarine and sunk without warning, with loss of 1198 passengers, including many Americans.

1 Jun—First Navy contract for lighter-than-air craft awarded.

17 Jun—Battleship *Colorado* sails for Tabari Bay, Mexico, to assist distressed Americans.

9 Jul—Beginning of series of U. S. actions to maintain peace after a revolution in Haiti.

16 Jul—First Navy battleships, *Ohio*, *Missouri* and *Wisconsin* transit Panama Canal.

5 Aug—First air spotting for shore batteries performed at Fortress Monroe, Virginia.

6 Oct—First meeting, Naval Advisory Board of Inventions.

8 Oct—Light cruiser *Chester* transports British, French and Russian refugees to Alexandria from Jaffa.

21 Oct—Navy radio station, Arlington, Va., begins transoceanic transmission to Paris and Honolulu.

5 Nov—First launching of an aircraft from a ship by catapult.

3 Dec—U. S. requests recall of German diplomats.

8 Dec—U. S. demands satisfaction for violation of American rights as result of sinking of merchant ship *SS Ancona*.

USS North Carolina

1916

3 Mar—CAPT Mark L. Bristol ordered to command of uss *North Carolina* and given broad aviation development responsibilities.

2 Apr—LT R. C. Saufley sets altitude record for Navy aircraft, 16,072 feet, in Curtiss pusher type hydroplane at Pensacola, Fla.

18 Apr—U. S. sends ultimatum to Germany to modify sub operations.

6 May—First ship-to-shore radiotelephone conversation, battleship *New Hampshire* to Washington, D. C.

16 May—Forces under ADM Capterton land and occupy Santo Domingo.

31 May—The Battle of Jutland fought.

19 Aug—Naval Reserve Force established.

29 Aug—Navy establishes "Yeoman (F)," better known as Yeomanettes to perform clerical work during the emergency. As a result, 11,275 Yeomen (F) were in the service at the time armistice was signed.

29 Aug—uss *Memphis* driven aground at Santo Domingo by high seas and wrecked; 33 men lost.

11 Oct—Acting Secretary of War recommends Joint Army-Navy study and development of lighter-than-air service.

21 Oct—Destroyer *McDougal* rescues victims of German sub. Navy Department orders 49 seaplanes.

24 Oct—Battle between U. S. Marines and Santo Domingo rebels at Grosse Roche.

25 Oct—Keel of *California* laid at Mare Island, Calif.

29 Nov—CAPT Harry S. Knapp appointed military governor of Santo Domingo.

1917

6 Jan—Board of Army and Navy officers recommends design and development of *Zeppelin*-type airship.

9 Jan—Germany declares policy of unrestricted submarine warfare.

13 Jan—USS *Milwaukee* runs aground off Eureka, Calif.; is total wreck.

22 Jan—The President addresses Congress on freedom of the seas.

25 Jan—RADM James H. Oliver takes over as first governor of Virgin Islands as U. S. takes possession.

1 Feb—Germany's unrestricted submarine warfare placed in effect.

3 Feb—U. S. severs diplomatic relations with Germany.

17 Feb—SecNav directs purchase of 14 Class B nonrigid airships.

24 Mar—First "Yale Unit" enlisted in Naval Reserve Flying Force.

26 Mar—Joint Army-Navy Airship Board established.

1 Apr—U. S. naval forces mobilized. U. S. merchant ship *Aztec* torpedoed; sunk.

6 Apr—U. S. declares war against Germany. Navy strength at 4376 officers and 69,680 enlisted. U. S. seizes and interns German ships in American ports.

7 Apr—Navy takes control of all wireless stations in U. S. First U. S. shot in World War I is fired in Apra Harbor, Guam, at cutter from interned German cruiser *Cormorant*.

8 Apr—U. S. severs diplomatic relations with Austria-Hungary.

23 Apr—First battleship driven by electrical power, USS *New Mexico*, is launched.

24 Apr—First squadron of destroyers sails from Boston for overseas service in WWI.

28 Apr—First officer casualty of WWI, LT C. C. Thomas.

4 May—First Navy ships to commence operations in European waters in WWI reach Queenstown, Ireland.

21 May—USS *Ericsson* fires first U. S. torpedo in WWI.

22 May—President signs bill increasing strength of Navy to 150,000, Marine Corps to 30,000.

24 May—First Atlantic convoy of WWI sails from Hampton Roads, Va.

30 May—Navy's first successful dirigible lands in Ohio.

7 Jun—First naval aviation unit arrives in France.

9 Jun—Six converted yachts sail from New York to form nucleus of U. S. patrol squadron in European waters.

13 Jun—USCG *McCullock* sunk in collision with SS *Governor*, Point Conception, Calif., no casualties.

14 Jun—First contingent of American Expeditionary Force sails from New York under Navy convoy.

17 Jun—First enlisted man buried in France in WWI, Seaman Louis Reinhardy, drowned on 12 Jun.

7 Jul—USS *Saxis*, patrol craft, grounded and lost, West Point, Va., no casualties.

27 Jul—Construction ordered on Naval Aircraft Factory, Philadelphia, Pa.

25 Aug—USS *Elfrida*, converted yacht, damaged by explosion while undergoing repairs at Norfolk; 1 killed.

1 Oct—USS *Mohawk* sunk while on patrol off Ambrose Lightship; no casualties.

4 Oct—USS *Rehoboth*, patrol craft sinks, no casualties. It began to leak while underway at sea.

16 Oct—First enlisted casualty of WWI, Osmond K. Ingram, died. He was blown overboard when USS *Cassin* DD was torpedoed.

30 Oct—First Jewish chaplain, LTJG David Goldberg, appointed.

4 Nov—USS *Empress*, scout patrol craft tender, lost when seams opened while under tow from Brooklyn to Newport. No casualties.

5 Nov—USS *Alcedo*, converted yacht, sunk by submarine, first ship loss due to enemy action in WWI. On convoy duty off the coast of France when sunk with 21 lives lost.

17 Nov—Destroyers *Fanning* and *Nicholson* sink U-58, and capture her crew; first enemy submarine destroyed by U. S. Navy.

18 Nov—First U. S. aerial coastal patrols in European waters begin.

19 Nov—USS *Chauncey*, destroyer, sunk in collision with SS *Rose*, off England, 21 lost.

6 Dec—Destroyer *Jacob Jones* sunk by submarine off English coast, 64 lost.

7 Dec—U. S. battleships join British fleet at Scapa Flow. Fighter-type aircraft development is initiated.

9 Dec—USS *Washington* (PC) sinks in Ambrose Channel; no casualties.

17 Dec—USS *F-1*, submarine, rammed and sunk by USS *F-3* off San Pedro, Calif., 19 lost.

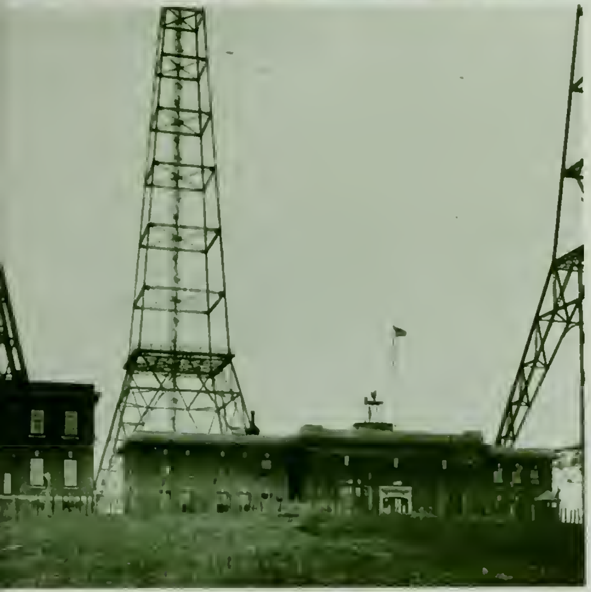
22 Dec—U. S. subchaser No. 117 burns off Fort Monroe, Virginia. No casualties.

1918

12 Jan—USS *P. K. Bauman* (SPC) strikes rock while on patrol off French coast, sinking with no casualties.

25 Jan—USS *Guinevere*, another scout patrol craft, strikes rock and sinks near Lorient, France, no casualties.

26 Feb—Two scout patrol craft—USS *Mariner* and USS *Cherokee*, founder. Twenty-two lose their lives in



Facing page: LT Richard C. Saufley in a hydroaeroplane. **Far left:** Destroyers arrive in Ireland. **Left:** WWI aerial gunnery. **Below, left:** Radio station, Arlington, Va.

Cherokee incident. Separate victims of gale off east coast.

Feb—North Sea Mine Barrage is organized.

4 Mar—Collier *Cyclops* sails from Barbadoes, West Indies, with 280 men on board, never seen again.

7 Mar—Office of Director of Naval Aviation is established.

16 Mar—Navy Department prohibits sale of liquor within five miles of naval bases and stations.

19 Mar—USS *Manley* (DD) collides with HMS *Montague* off Ireland; 34 lives lost.

19 Mar—First enemy plane shot down in World War I by a U. S. Navy aviator, ENS Stephen Potter, who downed a German plane off the German coast.

20 Mar—U. S. requisitions all Dutch vessels in U. S. ports.

11 Apr—USS *Mary B. Garner*, scout patrol craft, grounded and wrecked on Delaware coast, one person lost. USS *Lakemoor* (AK) torpedoed by German sub *UB-73* off Cornwall Point Light; 46 lives lost.

12 May—First U. S. subchasers reach Portsmouth, England, for duty in European waters.

20 May—Battleship *New Mexico* commissioned. USS *Annie E. Gallup*, scout patrol craft, wrecked, no casualties, when grounded off Delaware.

22 May—USS *Wakiva II*, converted yacht, sinks in collision with *Wabash* in Bay of Biscay; two lives lost.

24 May—First landing of U. S. naval forces in Russia during WWI from USS *Olympia* at Murmansk. First American flying boats, six HS-1s, arrive in France.

25 May—Three small schooners damaged by German submarine *U-151*, off Cape Charles, Va., Germany's first attack on shipping in American waters.

31 May—USS *President Lincoln* (AP) torpedoed and sunk by German sub *U-90;* 26 men lost.

5 Jun—U. S. subchaser No. 132 sinks in collision with USS *Tacoma* off Barnegat Light, no casualties.

8 Jun—Laying of mines of the North Sea Barrage begins.

19 Jun—NAS Pensacola begins taking atmospheric weather soundings to obtain data on wind velocity and direction.

21 Jun—USS *Schurz*, gunboat, sinks in collision with SS *Florida* off Cape Lookout; one life lost.

22 Jun—USS *California* (AK) is sunk by mine in bay of Biscay; no casualties.

28 Jun—Detachment of Marines from USS *Brooklyn* lands at Vladivostok, Russia, to protect U. S. consulate during early stages of the Russian Revolution.

1 Jul—USS *Covington*, troop transport, sunk by submarine off Brest, France; six lives lost.

10 Jul—USS *Oosterdijk* (AK) sinks in collision with SS *San Jacinto* in Atlantic; no casualties. Motor Launch No. 3429 sunk by German shore battery off Belgium; one man lost.

11 Jul—*Westover*, cargo vessel, sunk by German sub *U-92* off French coast; 11 lives lost.

14 Jul—USS *America* (AP) collides with British steamer *Instructor* in Atlantic. *Instructor* sinks.

19 Jul—USS *San Diego*, cruiser, sunk after explosion off Fire Island, N. Y.; six lives lost. (Whether mined or torpedoed was never definitely established.)

21 Jul—Surfaced German sub, firing on a tugboat and three barges off Nauset Beach, Cape Cod, is attacked by two seaplanes from NAS Chatham. Sub escapes.

25 Jul—Navy is made responsible for development of rigid airships.

4 Aug—U. S. subchaser No. 187 sinks in collision with ss *Capto* off Virginia coast; no casualties.

13 Aug—SecNav authorizes enrollment of women in Marine Corps Reserve for clerical assignments.

21 Aug—uss *Montauk,* scout patrol craft, sinks in gale off Cumberland Island, Ga.; nine lost.

27 Aug—U. S. subchaser No. 209 mistaken for enemy and sunk by gunfire from ss *Felix Taussig* off Long Island, N. Y.; 18 lives lost.

6 Sep—First use of major caliber naval guns in land-based offensive. A naval railway battery bombarded German forces near Soissons, France.

15 Sep—uss *Mount Vernon* (AP) damaged by German sub in Atlantic; 36 lives lost.

16 Sep—uss *Buena Ventura* (AK) is torpedoed and sunk by *U-46* off coast of Spain; 19 lives lost.

24 Sep—LTJG David S. Ingalls becomes Navy's first flying ace. (The term "ace" is not an official Navy title; five enemy planes downed is the criterion.)

29 Sep—uss *Minnesota,* battleship, damaged by mine.

1 Oct—U. S. subchaser No. 60 sinks in collision off Ambrose Lightship; two lives lost. Collided with the tanker *F. M. Weller.*

2 Oct—Squadron of 11 U. S. subchasers destroys mines and drives off Austrian sub during bombardment of Durazzo.

4 Oct—German government submits proposal for armistice.

7 Oct—American cargo ship *West Gate* sinks in collision off Nova Scotia with uss *American* (AK); seven lives lost.

9 Oct—uss *Shaw* (DD) rammed by HMS *Aquitania;* 12 lost. Subchaser 219 explodes and sinks; four lives lost. This took place off Portland, England.

15 Oct—uss *America,* transport, sinks at dock in Hoboken, N. J.; six men lost.

17 Oct—Last U. S. ship is lost to enemy action in WWI; uss *Lucia* torpedoed.

21 Oct—American cargo ship *Lake Borgne* strikes rock and sinks near Mathueu Point, France; no casualties.

28 Oct—uss *Tarantula* (SPC) sinks in collision with merchantman ss *Frisia* off Fire Island Lightships; no casualties.

6 Nov—American cargo ship *Lake Damita* grounds and sinks, Brest, France; no casualties.

11 Nov—World War I ends.

15 Nov—uss *Elizabeth,* scout patrol craft, wrecked in Brazos River, Tex.; two lives lost.

21 Nov—German fleet surrenders to combined British and U. S. fleets.

26 Nov—Scout patrol craft *Bonita* hit and sunk by American schooner *Russell* while moored in Boston harbor; no casualties.

Above: The sinking of the Covington. Right: Surrender of the German fleet. Above, right: WWI minesweeper. Facing page: Commissioning of USS R-14 (SS 91).

1 Dec—Helium first used for lighter-than-air craft.

4 Dec—President Wilson sails from New York in USS *George Washington* for Paris peace conference.

9 Dec—Six men are killed and 30 injured in a coal dust explosion on board USS *Brooklyn*.

11 Dec—American cargo ship *Lake Bloomington* grounds and sinks, Gironde River, France; no casualties.

28 Dec—USS *Tenadores*, troop transport, grounded and lost, Brest, France; no casualties.

30 Dec—USS *Katherine W. Cullen*, scout patrol craft, sinks off Boston; no casualties. The SPC was under tow by USS *Heron* when lost.

1919

29 Jan—USS *Piave* grounds and sinks in Dover Strait; no casualties.

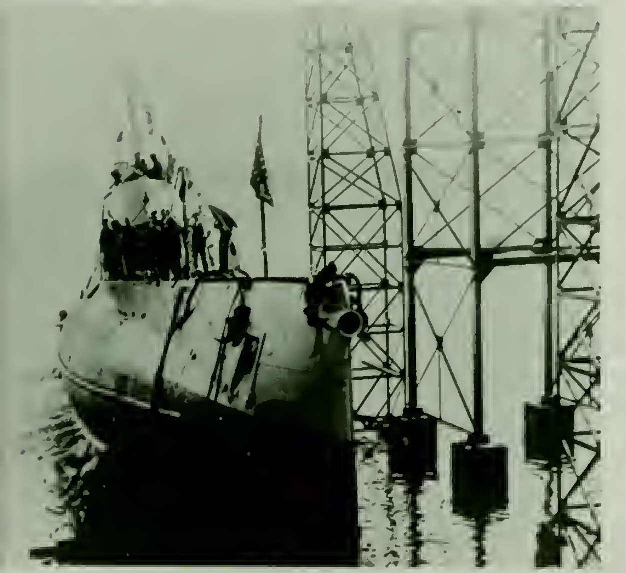
3 Feb—Air Detachment, Atlantic Fleet, commences active operations at Guantanamo Bay, Cuba.

28 Feb—Destroyer *Osmond Ingram*, first Navy ship named for an enlisted man, launched.

13 Mar—CNO issues program for postwar naval airplane development.

28 Apr—USS *W. T. James*, scout patrol craft, sinks off Armen Light, France; no casualties. *Gypsum Queen*, scout patrol craft, also sinks; 18 casualties.

2 May—U. S. subchaser No. 58 burns, Charleston, S. C.; no casualties.



5 May—U. S. subchaser No. 343 sunk by fire and explosion in Bermuda; one life lost.

8 May—First trans-Atlantic flight commenced by NC-4.

14 May—Marine detachment from USS *Arizona* guards U. S. consulate at Constantinople during Greek occupation of the city.

31 May—NC-4 completes first successful trans-Atlantic flight.

21 Jun—German fleet is scuttled by German personnel at Scapa Flow.

28 Jun—Peace treaty ending World War I is signed at Versailles.

11 Jul—Pay Corps renamed Supply Corps.

17 Jul—First units of newly reorganized Pacific fleet sail from Hampton Roads for Panama Canal.

17 Jul—USS *May* (YP) runs aground and sinks off Santo Domingo.

30 Jul—Marine detachment from *New Orleans* lands near Vladivostok, Russia, to protect American interests. USS *G-2*, submarine, accidentally sinks near New London, Conn.; three lost.

31 Jul—Navy releases all Yeomen (F), Yeomanettes, from active duty.

9 Aug—Construction of airship USS *Shenandoah* is authorized.

3 Sep—Naval Supply Depot, San Diego, Calif., established.

10 Sep—USS *Mary Pope*, scout patrol craft, wrecked; no casualties. USS *Katherine K.* is wrecked near Key West; no casualties.

1 Nov—U. S. subchaser No. 256 sinks in mid-Atlantic after gasoline explosion with no casualties.

20 Nov—Battleship USS *California* is launched.

1920

9 Mar—U. S. subchaser No. 282 sinks in Pacific; no casualties.

22 Mar—Navy free balloon takes off from Pensacola, Fla., with five-man crew; never seen again.

24 Mar—USS *H-1*, submarine, sinks during salvage operations off Margurita Island, Mexico; four lives lost.

10 Apr—U. S. Marines reach Guatemala City, Guatemala, to protect American legation during revolution.

19 Apr—First German submarine brought to U. S. after WW I, *U-111*, arrives at New York.

21 Apr—First aircraft carrier, USS *Langley*, formerly USS *Jupiter*, named.

16 May—First large group of Navy and Marine Corps dead returned from France aboard USS *Nereus*.

6 Jul—First radio compass used in naval aircraft.

18 Jul—Naval aircraft sinks ex-German cruiser *Frankfurt* in target practice.

29 Jul—USS *St. Louis* and six destroyers are ordered to Turkish waters to protect American nationals and citizens.

20 Aug—Marine guard established at American mission in Tunchow, China.

21 Aug—First radio message heard around the world is transmitted from Navy's Lafayette Station near Bordeaux, France.

1 Sep—Submarine USS S-5 accidentally sinks; no casualties. S-5 went down off the mouth of Delaware Bay.

1921

26 Feb—USS *Woolsey* (DD) sinks in collision with SS *Steel Inventor* off Panama; 16 lives lost.

23 Mar—USS *Conestoga* (ATF) with crew of 43 sails from San Francisco en route to Samoa and is never seen again.

22 Apr—World's longest unguarded overwater flight completed by two Navy DH-4Bs, on a 4842-mile trip from Washington, D. C., to Santo Domingo and return.

12 Jul—Act of Congress creates Bureau of Aeronautics.

5 Aug—Yangtze River Patrol Force established.

10 Aug—Bureau of Aeronautics is organized to cover aeronautic planning, operations and administration for the Navy and Marine Corps.

26 Sep—USS *R-6* (SS) sinks off San Pedro, Calif.; two lives lost.

3 Oct—USS *Olympia* sails from Newport, R. I., to bring the body of the Unknown Soldier back from France.

26 Oct—First turntable catapult tested at Philadelphia Navy Yard.

8 Nov—U. S. Marines begin guarding U. S. mails following two train robberies.

7 Dec—USS *S-48* sinks off Bridgeport, Conn., during practice dive; no casualties.

16 Dec—First ship constructed as a lighter-than-air craft tender, USS *Wright*, commissioned.

16 Dec—USS *Graham* (DD) is in collision with SS *Panama* off the New Jersey coast.

1922

6 Feb—U. S., Great Britain, France, Italy and Japan sign treaty for limitation of naval armament.

20 Mar—First aircraft carrier, USS *Langley*, commissioned.

28 Apr—A detachment of Marines lands at Peking, China, from USS *Albany* to reinforce legation during period of civil strife.

5 May—Marine battalion lands in Tientsin, China, to protect American interests.

5 May—Marine detachment lands at Taku, China, from USS *Huron* to protect American interests.

22 May—USS *Eagle* 17 is wrecked between Amagansett and Easthampton off Long Island, N. Y.

1 Jul—Congress authorizes conversion of *Lexington* and *Saratoga* to aircraft carriers.

16 Sep—Commanding officer of USS *Edsall* becomes senior naval officer directing return of 250,000 Greek refugees to their homeland from Turkey.

17 Oct—First carrier takeoff made from USS *Langley*.

26 Oct—First carrier landing with ship underway, aboard USS *Langley*.

28 Nov—First catapult launching from an aircraft carrier made on USS *Langley*.

1923

14 Feb—Small detachment of Marines lands on Matsu Island, China, from USS *Asheville* to protect Americans from Chinese bandits.

17 Apr—Navy sets world altitude record from Class C airplane, 11,609 feet.

5 Jun—USS *Cardinal* is wrecked off Cherikof, Alaska.

2 Jul—Naval Research Laboratory is commissioned.

21 Aug—USS *Gopher*, tender, is sunk.

11 Aug—Recruit Depot, San Diego, established.

4 Sep—USS *Shenandoah* makes its first flight at NAS Lakehurst.

5 Sep—U. S. Asiatic fleet arrives at Yokohama, Japan, to assist after Konto Plain earthquake.

8 Sep—Seven destroyers, *Delphy*, *S. P. Lee*, *Fuller*, *Chauncey*, *Woodbury*, *Nicholas* and *Young* run aground through faulty navigation at Point Honda, Calif.; 22 lives lost. The seven destroyers were completely wrecked.

28 Sep—Navy planes take first and second places in Schneider Cup Race with top speed of 177.38 mph. at Cowes, England.

6 Oct—Navy sets world's aircraft speed record for 100 to 200 kilometers, 243.812 and 243.673 mph. respectively.

6 Oct—US submarine chaser 340 is destroyed by fire.

10 Oct—First American-built dirigible, USS *Shenandoah*, christened.

2 Nov—Navy sets world aircraft speed record for three-kilometer course, 259.47 mph.

4 Nov—Navy sets world's speed record, 266.59 mph.

15 Nov—Small detachment of Marines lands at Tungshan, China, to protect 50 American missionaries after defeat of Sun Yat-sen.

6 Dec—Asiatic fleet destroyers sent to Canton, China, to protect foreign interests in cooperation with other navies.

16 Dec—Destroyer *Bainbridge* rescues 482 persons from burning French transport *Vinh-Long* in the Sea of Marmora.

1924

16 Jan—USS *Tacoma* (CL) is wrecked on a reef off Tampico, Mexico; four lives lost.

16 Apr—Navy begins relief operations in Mississippi Valley; flood relief operations last until 16 Jun.

8 Aug—First dirigible mooring, USS *Shenandoah* to a ship underway, oiler *Patoka*, in Narragansett Bay.

25 Sep—USS *S-51*, submarine, sinks after collision off Block Island with SS *City of Rome;* 37 lost.

7 Oct—First transcontinental dirigible flight begins.

11 Oct—First transcontinental dirigible flight ends at San Diego, Calif., with landing of USS *Shenandoah*.

11 Nov—First successful night catapult launch, from USS *California* at San Diego.

25 Nov—Dirigible USS *Los Angeles* christened at Anacostia Naval Air Station.

1925

17 Feb—Navy scrapping program following World War and treaty for limitation of naval armament is completed.

4 Mar—Congress authorizes restoration of USS *Constitution.*

8 Apr—First carrier night landing made on USS *Langley* at sea off San Diego.

7 Apr—First radio broadcast of a ship launching, USS *Saratoga* at New York.

1 May—Navy sets world's endurance record for Class C-2 seaplanes, May 1 and 2, 28 hours, 35 minutes without refueling.

8 Jun—First Naval Academy course in flight instruction begins.

1 Jul—The Marine Corps Reserve is organized.

1 Sep—First San Francisco-Hawaii flight begins. CDR John Rodgers in PN-9 with crew of four.

3 Sep—USS *Shenandoah,* dirigible, wrecked over Ohio in a severe storm.

10 Sep—Crew of PN-9 rescued by submarine *R-4,* 10 miles from Kaui, Hawaii, after plane had been lost for 10 days. Plane sets world record for seaplanes, flying 1841 miles before running out of fuel.

5 Oct—First naval air utility squadron formed.

15 Dec—USS *Curlew* is wrecked when she runs aground off Panama.

1926

6 May—A detachment of Marines lands at Bluefields, Nicaragua, from USS *Cleveland* after revolution breaks out.

9 May—First flight over North Pole.

6 Jun—First use of aerial photography in Alaska as aid to mapping during an expedition beginning this date and lasting until 24 September.

22 Oct—First fleet demonstration of dive-bombing is carried out.

1927

1 Jan—Feasibility of using enlisted pilots in fleet squadrons is tested.

9 Feb—A Marine expeditionary battalion lands at Shanghai, China, from USS *Pecos* to assist in guarding the International Settlement during the civil war.

24 Mar—U. S. and British naval forces lay down protective artillery barrage around hill at Nanking, China, to protect American citizens there.

14 Apr—Navy sets world's altitude record for Class C-2 airplanes. LT G. R. Henderson in Vought *Corsair* 0-2U reaches 22,178 feet, Washington, D. C.

11 Jun—Light cruiser *Memphis* arrives at Washington, D. C., after record run from France with Charles A. Lindbergh and his plane, *Spirit of St. Louis.*

4 Jul—World altitude record for seaplanes set by LT C. C. Champion in 425-hp Wright *Apache,* 37,995 feet over Anacostia.

25 Jul—Seaplane altitude record pushed to 38,418 feet by LT C. C. Champion.

2 Aug—Keel of submarine *Narwhal* laid.

16 Nov—Carrier *Saratoga* commissioned.

14 Dec—Carrier *Lexington* commissioned.

17 Dec— Submarine USS *S-4* sinks in collision with Coast Guard destroyer *Paulding,* Provincetown, Mass.; 39 lives lost.

Facing page: First landing on USS Langley. Above, left: Shenandoah mooring to USS Patoka. Left: VT-1B flying in formation during review.

1928

11 Jan—First takeoff and landing aboard USS *Saratoga.*

27 Jan—First dirigible landing on ship, *Los Angeles* lands aboard *Saratoga.*

27 Feb—CDR T. G. Ellyson, Navy's first aviator, killed in air crash.

9 Jun—Carrier *Lexington* makes record speed run from San Pedro to Honolulu, 9-12 Jun.

1929

13 Feb—Construction of USS *Ranger* is authorized. First U. S. Navy ship to be built from the keel up as aircraft carrier.

14 Mar—Navy planes from NAS Pensacola make 113 flights in flood rescue and relief in southern Alabama and western Florida.

22 Mar—U. S. warships protect American lives and property along western coast of Mexico during revolution, 22 Mar to 3 May.

6 May—Navy sets world balloon record, 952 miles in 43 hours and 20 minutes.

8 May—World altitude record set by LT Apollo Soucek in Wright *Apache,* 39,140 feet, over Anacostia.

9 May—First aerial observation of a solar eclipse.

10 May—First submarine escape lung tested by LT C. B. Momsen and Chief Gunner C. L. Tibbals at depths up to 206 feet.

19 Aug—First all-metal dirigible, ZMC-2, flown at Grosse Ile.

29 Aug—First dirigible-to-airplane transfer of a human made.

28 Nov—First flight over South Pole by LCDR Richard E. Byrd who became the first to fly over both Poles.

9 Dec—Armored cruiser *Pittsburgh* and 11 destroyers sent to Shanghai.

17 Dec—U. S. ships ordered from Manila to Shanghai.

18 Dec—First use of a ship to furnish electrical power for a major city takes place by USS *Lexington,* at Tacoma, Wash., when that city suffers a power failure.

1930

31 Jan—First operation of a "parasite" aircraft from a dirigible—LT R. S. Barnaby makes successful drop in a glider from *Los Angeles,* at altitude of 3000 feet.

15 Mar—Frigate *Constitution* refloated in Boston, Mass. Necessary repairs were financed by public subscription.

20 Mar—First Navy dive bomber designed to deliver 1000-lb. bomb meets strength and performance tests.

22 Apr—Treaty signed, providing for proportionate reduction of navies of U. S., Britain, Italy, France and Japan.

15 May—USS *Narwhal* commissioned, first "streamlined" submarine.

20 May—First airplane catapulted from a dirigible, *Los Angeles,* lands aboard *Saratoga.*

4 Jun—LT Apollo Soucek sets world's aircraft altitude record at 43,166 feet.

15 Aug—First submarine escape training tank placed in operation at New London.

6 Sep—USS *Grebe* arrives at Santo Domingo with supplies and medicine for victims of a hurricane.

28 Nov—CNO establishes naval aviation as integral part of the fleet under the Commander in Chief, U. S. Fleet.

1931

31 Mar—Navy and Marines render assistance to victims of earthquake and fire which destroyed Managua, Nicaragua.

31 Aug—Yangtze Patrol Force and other Navy ships render relief after disastrous flood in central China.

23 Sep—First autogyro landing on aircraft carrier; LT A. M. Pride lands XOP-1 on *Langley.*

3 Nov—Dirigible *Akron* sets record for largest number of passengers, 207, carried aloft.

1 Dec—Carrier *Langley* conducts cold weather aircraft tests off New England.

1932

3 Feb—USS *Houston* puts its Marine detachment ashore at Shanghai to protect American interests.

27 Sep—Navy wins international Gordon-Bennett Balloon race.

1933

16 Feb—Distinguished Flying Cross posthumously awarded Eugene Ely.

25 Feb—USS *Ranger* is commissioned.

10 Mar—Navy renders assistance following earthquake at Long Beach, Calif.

4 Apr—USS *Akron* (dirigible) is lost at sea in a storm; 73 men lost.

23 Jun—USS *Macon* last Navy dirigible, commissioned.

1 Jul—Navy Clothing Depot, Brooklyn, N. Y., established.

31 Jul—Frigate *Constitution* begins tour of principal U. S. seaports.

8 Sep—Six Consolidated P2Y-1 flying boats make record formation distance flight, 2059 miles from Norfolk, Va., to Coco Solo, C. Z., 25 hours, 10 minutes.

Facing page: USS Salmon launching. Left: USS West Virginia. Left, below: USS Saratoga, the second carrier in the fleet.

20 Nov—LCDR T. G. W. Settle and MAJ. C. L. Fordney set world's altitude record for balloons, 61,236 feet.

8 Dec—The Fleet Marine Force is established, integrating a ready-to-deploy Marine fighting force, with aircraft support, into the fleet organization.

1934

1 Apr—First shipboard Divine Service conducted by a commander in chief.

23 Apr—First fleet movement of Navy ships through Panama Canal, as 100 Pacific Fleet ships transit en route New York city.

7 May—Frigate *Constitution* completes tour of principal U. S. seaports.

4 Jun—USS *Ranger* commissioned, first carrier designed as such.

10 Jul—First visit of a U. S. President to South America as Franklin D. Roosevelt in heavy cruiser *Houston* arrives at Cartagena, Colombia.

1935

12 Feb—Dirigible *Macon* crashes off Point Sur, Calif.; two lives lost.

14 Oct—XP3Y sets world distance record for seaplanes, 3281 miles, from Canal Zone to San Francisco; flight ends 15 Oct.

1936

6 May—Congress authorizes construction of David Taylor Model Basin, Carderock, Md.

19 Sep—Special U. S. Squadron 40-T is dispatched to Spanish waters to evacuate American nationals from war area, following start of Spanish Civil War on 18 July.

1937

22 Jun—Twelve PBY-1 planes fly nonstop from San Diego to Coco Solo, C. Z., 3292 miles, in 27 hours, 58 minutes.

26 Jun—USS *Sanderling* sinks accidentally. Minesweeper in "mothballs" at Pearl Harbor.

2 Jul—Aviatrix Amelia Earhart disappears in Pacific; extensive search begun by Navy unsuccessful.

7 Jul—Japan attacks China.

30 Sep—Carrier *Yorktown* commissioned.

1 Oct—First "Type Command" status for Naval Aviation, VP-15.

13 Dec—Gunboat *Panay* bombed and sunk by Japanese aircraft in Yangtze River, China; two killed, 43 injured.

1938

12 May—Aircraft carrier *Enterprise* commissioned.

17 May—Navy Expansion Act authorizes an increase in total tonnage of underage naval vessels.

1 Dec—Hepburn Board reports on naval aviation shore establishment.

1939

20 Mar—The Navy, through its Naval Research Laboratory, begins an organized research program in atomic power.

23 May—Submarine *Squalus* sinks off Portsmouth, N. H., in 240 feet of water; 59 crewmembers are rescued by diving bell in its first use in an operational environment. 26 lives lost. Ship later refloated, renamed *Sailfish*, and served through WW II.

13 Jun—USS *Saratoga* (CV) and USS *Kanawha* demonstrate feasibility of refueling carriers at sea.

4 Aug—USS *Yorktown* and *Enterprise* make successful launchings of aircraft from flight and hangar deck catapults, first demonstrations of catapulting from hangar deck.

1 Sep—World War II begins as German troops invade Poland.

3 Sep—Great Britain, France, Australia, and New Zealand declare war on Germany.

5 Sep—The President proclaims neutrality of the United States.

6 Sep—The Neutrality Patrol is established to prevent action in U. S. waters by World War II belligerents.

8 Sep—The President proclaims limited national emergency.

21 Sep—President Roosevelt asks Congress to repeal the arms embargo provision of the Neutrality Act.

9 Oct—German armored cruiser *Deutschland* seizes American freighter *City of Flint* as contraband carrier in North Atlantic.

Right: USS Enterprise (CV 6). Above, right: USS Washington (BB 56). Facing page: USS Tutuila (PG 44) on the Yangtze River Patrol.

4 Nov—Neutrality Act of 1939 becomes law. Repeals the arms embargo and substitutes a policy of "cash and carry."

19 Dec—German passenger liner *Columbus* is scuttled about 450 miles east of Cape May, N. J., when intercepted by British destroyer.

1940

1 Jan—10th Naval District established at San Juan, P. R.

10 Apr—President extends maritime danger zone for U. S. ships, following the German invasion of Denmark and Norway the previous day.

25 Apr—Aircraft carrier *Wasp* commissioned.

16 May—President Roosevelt asks Congress for $1,182,000,000 in national defense funds.

17 May—President announces plans to recommission 35 destroyers.

1 Jun—Battleship *Washington* launched, the first since 1921.

10 Jun—Italy declares war on France and Great Britain.

14 Jun—President signs Naval Expansion Act.

17 Jun—CNO asks Congress for $4 billion to construct a true, two-ocean navy.

20 Jun—Bureau of Ships and Office of Undersecretary of the Navy established.

25 Jun—Naval Construction Corps abolished.

5 Jul—President invokes the Export Control Act against Japan.

1 Aug—Alaskan sector is established as a military command under the Commandant, Thirteenth Naval District.

3 Sep—"Destroyers-for-Bases" agreement signed between U. S. and Great Britain.

16 Sep—President signs the Selective Training and Service Act.

27 Sep—Germany, Italy, and Japan sign Tripartite Pact at Berlin.

5 Oct—Organized Naval Reserve is placed on short notice for call to active duty.

15 Oct—U. S. Marine Corps Reserve units are ordered to mobilize.

16 Oct—Registration under the Selective Training Act begins. Sixteen million register.

22 Oct—Naval Squadron 40-T, operating in western Mediterranean, is disbanded.

3 Nov—Guam's naval government renders assistance and gives economic aid to Guamanians for damage caused by typhoon.

8 Nov—First U. S. merchant ship, *City of Rayville*, sunk in WW II by mine off coast of Australia. Mine was laid by a German commerce raider.

15 Nov—Navy begins air operations from Bermuda.

16 Nov—U. S. Marine Corps Reserve aviation squadrons are ordered to mobilize.

1941

16 Jan—President asks Congress for $350 million for 200 new merchant ships.

1 Feb—Navy Department announces reorganization of U. S. Fleet.

19 Feb—U. S. Coast Guard Reserve is established.

1 Mar—Support Force, Atlantic Fleet, is established for protection of convoys in North Atlantic.

11 Mar—The Lend-Lease Act becomes effective.

30 Mar—U. S. takes possession of German, Italian and Danish ships in U. S.

9 Apr—Battleship USS *North Carolina* is commissioned. U. S. and Denmark sign agreement for defense of Greenland.

10 Apr—USS *Niblack* (DD), while rescuing survivors of a torpedoed Netherlands freighter, depth-charges German sub off Iceland. First action between U. S. Navy and Germany in WW II.

1 May—Office of Public Relations established; later renamed Office of Information.

15 May—USS *Washington* (BB) commissioned at Philadelphia.

21 May—American freighter *Robin Moor*, en route to South Africa, is sunk by German sub in South Atlantic.

27 May—President declares state of unlimited national emergency; he also extends range of Neutrality Patrol.

2 Jun—USS *Long Island*, first escort carrier, is commissioned.

12 Jun—U. S. Naval Reserve is ordered to mobilize.

16 Jun—USS *0-9*, submarine, sinks in test dive off Portsmouth, N. H.; 33 lost. German consulates in U. S. are ordered closed.

1 Jul—Naval Coastal Frontiers established.

2 Jul—Japan recalls her merchant shipping from Atlantic.

7 Jul—Marines land at Reykjavik, Iceland, from a naval task force.

30 Jul—First U. S. Navy ship, gunboat *Tutuila*, damaged by Axis in World War II when bombed by Japanese planes at Chungking, China.

14 Aug—Atlantic Charter signed by President Franklin D. Roosevelt and Prime Minister Winston Churchill.

1 Sep—Navy assumes responsibility for trans-Atlantic convoys from Argentia to meridian of Iceland.

4 Sep—Destroyer *Greer* attacked by German submarine while on patrol south of Iceland. No damage or casualties.

7 Sep—U. S. merchantman *Steel Seafarer* is sunk in Gulf of Suez by German aircraft.

9 Sep—Naval Coastal Frontier Forces formed.

11 Sep—"Shoot on sight" order issued to Navy.

26 Sep—The Navy orders protection of all merchant shipping in U. S. defensive waters.

17 Oct—Destroyer *Kearny* torpedoed; all U. S. merchant ships in Asiatic waters ordered into friendly ports.

31 Oct—USS *Reuben Jones* is torpedoed and sunk by German submarine off Iceland; about 100 killed. This is first U. S. naval vessel to be lost by enemy action in World War II.

1 Nov—Coast Guard is placed under jurisdiction of Department of the Navy for duration of national emergency.

6 Nov—Light cruiser *Omaha* and destroyer *Somers* capture German blockade runner *Odenwald*.

8 Nov—First ship-type launching of a patrol bomber; President approves withdrawal of Marines from Cuba.

10 Nov—First U. S.-escorted troop convoy of World War II sails from Halifax for Far East, transporting more than 20,000 British troops.

27 Nov—"War warning" message by CNO, Admiral Harold R. Stark, sent to commanders of Pacific and Asiatic Fleets.

(This chronology to be continued in future issues.)

letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers 164, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

Birds of a Feather!

Sir: The helicopter pictured on your front cover and identified on the credits page as a CH-53A *Sea Stallion* helicopter is in reality an SH-3 *Sea King*. I do not wish to seem "nit-picking" but as the commanding officer of a naval air station which is presently the home port of two squadrons of *Sea Kings* (HC-2 and HS-15), I could not help but notice the error.—W.G.N., CAPT, USN

• *Thank you for calling our attention to the fact that it was an SH-3* Sea King*—not a CH-53A* Sea Stallion *—on the front cover photo of our June 1973 issue.*—Ed.

Wearing of Gold Stripes

Sir: Does a person who has fulfilled the requirements for Gold Rating Badge/Gold Service Stripes, as outlined in article 1115.1d, U. S. Navy Uniform Regulations, retain his right to continue wearing gold if he is subsequently released from active duty and affiliates with a drilling unit of the Naval Reserve?—W. P. M.

• *Gold earned while on active duty is authorized to be worn by a Reservist. However, in order to preserve the value of active duty gold service stripes, if a Reservist desires to add service stripes earned as a Reserve, he may do so only by reverting completely to red. The requirement for Reservists to add stripes after each four years has been deleted.*—Ed.

VRB on Reup?

Sir: I reenlisted in February 1971 for four years as a CYN3 and got a reenlistment bonus but no VRB. I am now a RM2 and my EAOS is February 1975, so I'll have seven years and three months of active service.

Am I still eligible for VRB?—E.J.J., RM2.

• *BuPers Instruction 1133.18E, para 7.b., is very specific on the point of issue questioned in your letter. A serviceman is eligible for VRB only when he is eligible for his* first regular reenlistment bonus in the Navy, *not the first reenlistment in a rating.*—Ed.

Uniform Information

Sir: What type of white trousers will be worn with the tropical white shirt? I understand that E-6 and below will have the option of either the CPO type or the old style. NavOp 41 of 24 Feb 73 states in part that the combination cap will be worn with the winter working blue uniform. What is the winter working blue uniform?—A.A.D., RM1.

• *Type "A" (side crease), Type "B" (flared fore and aft crease), or Officer/CPO style straight leg, fore-and-aft creased, white trousers may be worn with the tropical white long uniform if a silver belt buckle and combination cap are worn. Either Type "A" or Type "B" may be worn with the gold belt buckle and white hat.*

The winter working blue uniform consists of the Officer/CPO blue flannel or polyester shirt with dress blue rating badge, (no gold, however) blue service dress trousers, black shoes, combination cap with white cap cover and silver belt buckle. Service stripes are not worn.—Ed.

Philly Naval Station

Sir: How old is the Philadelphia Naval Station and is it still active?

• *The Naval Station at Philadelphia is 150 years old and still going strong. In fact, the station celebrated its sesqui centennial just last year.*

The station began life in the Navy in 1822—about 20,000 men and women are received and processed annually there. It carries out more than 40 functions in fleet support from ship repair and overhaul, to taking care of transient personnel.

First skipper was the famous Captain William Bainbridge—there's a Bainbridge street today in South Philadelphia. First ships to use the facility were—would you believe—private ones. In those days the Navy actually rented some of its vessels.

Active before and after the Civil War, the station was home of the first receiving ship, uss Sea Gull. *Dismantled and housed-over frigates later were used as receiving ships there. By 1915, however, the Navy did away with receiving ships at Philly and barracks ashore were used to receive men.*—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS magazine (Pers 164), Bureau of Naval Personnel, Washington, D. C. 20370, four months in advance.

- USS *Dobbin* (AD 3)—a reunion of World War II crewmembers is being planned, but no date or place has been set yet. Contact Harley M. Yake, Rt. 2, Box 35, Usk, Washington 99180.
- *Noroton Hts. Radio School,* USNTS, Spring 1941—a reunion is being planned for late 1973 or early 1974. Contact William B. Soble, 9357 Hoff St., Philadelphia, Pa. 19115 or Stanley Rosenberg, 8 Eisenhower Ave., Beverly, Mass. 01915.
- USS *Smith-Thompson*—a reunion for crewmembers who served in 1920-21 while stationed in Constantinople, Turkey, is planned for some time in Jan 74. Contact B. A. Berthelsen, 150 Cumberland Ave., Ormond Beach, Fla. 32074.
- USS *Woodworth* (DD 460)—former shipmates interested in a reunion should contact David Macauly, P.O. Box 1194, Sacramento, Calif. 95806.
- *Great White Fleet*—28th annual reunion of survivors of crewmembers of the Great White Fleet, 1907-9, will be held on 15 Dec in San Diego, Calif. Contact Harry S. Morris, 2880 51st St., San Diego, Calif. 92105.
- *Section Base, Morehead City, N. C.*—all station members and crewmen of ships attached there are invited to a reunion 26-28 Oct. Contact H. C. Morris, P.O. Box 1942, Morehead City, N. C. 28557.
- *1946 Co. 254, San Diego Training Center*—a reunion will be held for the 33 Iowa members of this company. Contact A. J. Schmidt, 1802 Willis Ave., Perry, Iowa 50220.
- *Naval Reserve Aviation Base, Robertson, Mo.*—all crewmembers stationed there before Pearl Harbor Day and interested in a reunion should contact Ed Franke, 9409 Aetna St., St. Louis, Mo. 63137.

All Hands
PHOTO CONTEST

As first announced in our August 1973 issue, ALL HANDS Magazine offers all Navy men and women—those on active duty or retired—and their dependents, a chance to cash in on their photographic expertise. The awards for the three top winners: First prize will receive a three-year subscription to ALL HANDS; Second Prize will receive a two-year subscription; and Third Prize will receive a one-year subscription.

Three categories have been set up, although the top three prizes will cover any or all categories:

- A Navy theme: Navy men and women on the job, Navy scenes, or ships and units in action.
- Navy life: recreation—liberty—travel.
- The Navy family.

Entries can either be a single photo or slide, a series, or they can take the form of a pictorial story. All entries must be current work—that is, photos which have been executed during the 1973 calendar year.

Each contestant may submit as many entries as desired.

Submitted photo work can be either black and white photo prints, color slides or transparencies, or Type C color prints. Black and white photos should be at least 8" x 10" in size, and printed on glossy paper.

All entries must be accompanied by an identifying sheet (attached to the edge of each photo or slide by tape) listing the contestant's name, rank/rate, Social Security number, present duty station and complete mailing address—plus an identifying caption of the photo or picture story. In cases of dependent children submitting work for consideration, their name, age, and name and location of the school attended should also be listed.

All photographs should be mailed flat and protected by heavy cardboard or other stiffener; the same applies to slides and transparencies. Do not write on the backs of photographs—put all pertinent information, along with any titles, on the attached identification sheet.

Winners will be announced as soon as practicable after the contest closes, and winning photographs will appear in ALL HANDS. Other photos—though they may not win a prize—will receive honorable mention and also will appear in ALL HANDS from time to time.

All entries become the property of ALL HANDS and will not be returned to the contestants. Send your entries to:

ALL HANDS Photo Contest
ALL HANDS Magazine
Bureau of Naval Personnel
(Pers-164)
Navy Department
Washington, D. C. 20370

Deadline: Entries must be mailed prior to 31 Dec 1973.

GOONEY BIRD MONUMENT

If you've never seen a one-ton albatross, you've obviously never been to Midway Island. There, you can find one, claimed by many Navymen to be the "biggest damn gooney bird" in the world, standing 11 feet tall with neck outstretched, head tilted back and beak pointed skyward.

In truth, the gooney is a wood sculpture of a Laysan Albatross carved from a 30-foot mahogany log by a Navy dentist, Lieutenant Commander Robert C. Cook.

Why an 11-foot gooney bird?

It seemed a good subject for his log, explained the doctor, especially in view of how people on the island become so infatuated with the bird, almost to the point that their lives evolve around it as they observe its mixture of graceful flights and antics on landing during eight to nine months of the year when the gooney inhabits Midway.

That, plus the fact that the senior dental officer mentioned nothing about having a fireplace in his quarters.

The finished product stands as a central attraction of a new historical center. It was erected recently to commemorate the Battle of Midway fought in June 1942; the project began in the doctor's backyard and was carved from a single 30-foot log.

The log was cut in half-sections, one section becoming the body, the other the head and neck. After being shaped, the two sections were attached with two steel pins, four feet long. Then, upon painting, the carving took on the luster of life, so real, in fact, that many gooneys appear quite content nesting in the shade of their newly acquired "big brother" who relentlessly stands in his "sky moo" position, looking very proud and very gooney.

—JO3 James Alan Bromley, USN

Above: Dr. Cook with his rough carving of the gooney bird head and neck assembly. Right: The live gooney birds are dwarfed by their completed wooden imitation, now a familiar landmark on Midway Island.

LCDR Melville C. Murray

"Will you stop jesting! I want a ship that will sail."

CTA1 Donald L. Winans

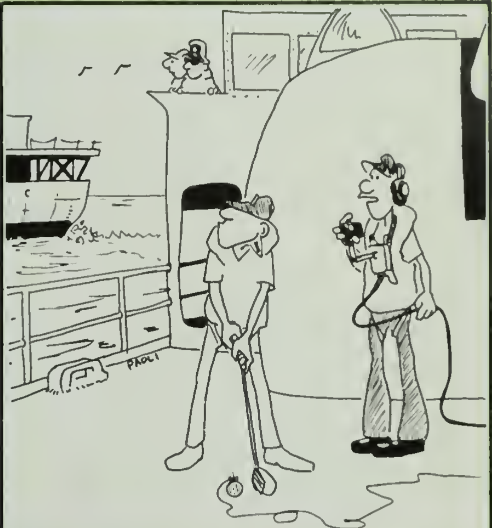
". . . and if all else fails, you go to Supply and draw a blanket, some firewood, and a match!"

on the serious side

QM1 Thomas J. Blessing

"Thirty days at sea and you call this a mail call??!!"

IC1 Jeremiah H. Paoli



". . . Bridge wants to know what's taking so long."

CTR1 George D. Paul

"A gallopin' gourmet I ain't, but you are no Julia Child either."

TAFFRAIL TALK

Close readers of All Hands magazine will note this month and during the next few months that the news staff—the guys who sit at the typewriters and pound out the stories each month—has lost one member and gained another. We just thought we would clear up any doubts you had.

Leaving is Journalist 3rd Class Alan Shethar, a Reservist who has completed his active duty tour. JO3 Shethar is from New Hampshire where he was an all-state basketballer. He went on to Lake Forest College in Chicago, and after graduating came into the Navy. His immediate plans are to stay in the Washington, D. C., area and pursue his second love—photography. (His first love, a Venezuelan girl named . . . oh, well.)

Journalist 1st Class Tom Jansing is the latest All Hands staffer. Tom comes from Cincinnati, Ohio, where he graduated from the Ohio College of Applied Science. He continued his education at the University of Cincinnati before joining the Navy. Starting off first as a signalman, he got interested in a different kind of communications, and crossed over to journalism. (He graduated first in his class at the DINFOS journalism school at Fort Benjamin Harrison.) His last assignment was with the career counseling and retention aids branch of the Bureau of Naval Personnel. He and his wife are the proud parents of a 21-month-old son.

Good luck, Al—and welcome aboard, Tom.

★ ★ ★

Crewmembers in USS *Robert K. Huntington* (DD 781) have given us what has to be one of the best examples in the Navy of the real meaning of domestic action. In a three-month period this summer they logged more than 1200 manhours of fixing, painting, repairing, and providing in general a lot of needed aid for the people of Hudson County, N. J., and a lot of goodwill for the Navy.

With more than half the crew participating, the men managed to:

- Repaint and hang a sign, as well as doing electrical repairs for the Salvation Army of Bayonne, N. J.
- Scrape and repaint two fire escapes for the Bayonne YMCA.
- Construct a wall and door and cement and paint an all-purpose room for the Office of Economic Opportunity in Bayonne.
- Paint a kindergarten room for the First Presbyterian Church in Hoboken, N. J.
- Tar the roof of the Police Athletic League in Bayonne.
- Help flood victims of North Plainfield, N. J., with emergency cleanup.
- Paint eight rooms in a school for the mentally retarded in Jersey City, N. J.

Whoever was running the public affairs department in *Huntington* had a pretty busy summer too. Practically every time the crew went out to do a good deed, there was a photographer and often a reporter from the local paper waiting to record the event for history.

The All Hands Staff

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AT RIGHT: GO NAVY!—Two Catalina 22 sailboats fly spinnaker sails with "GO NAVY" and "SAIL NAVY" printed across them. Photo by PH1 R. W. Milton.

GO NAVY

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make the NAVY your career

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The Chief of Naval Personnel
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FRONT COVER: HEAVE HO!—Cargo handling is a vital part of our U. S. Navy's logistics, keeping equipment and supplies on the move wherever and whenever they are needed. The group of stevedores on the job is depicted by staff artist Michael D. Tuffli. See related story on page 30.

AT LEFT: BIRD-WATCHERS—RADM Charles H. Griffiths, Assistant Chief of Naval Personnel for Enlisted Development and Distribution, observes flight operations aboard USS Franklin D. Roosevelt (CVA 42). The admiral visited this and other ships to observe and talk with personnel of the enlisted aviation community in their working environment. Photo by PH1 Sidney W. Hoder, USN.

A Review of the Navy's Long-range Human Goals Plan

A LOOK AT THE HUMAN SIDE

"Our nation was founded on the principle that the individual has infinite dignity and worth. The Department of Defense, which exists to keep the nation secure and at peace, must always be guided by this principle. In all we do, we must show respect for the serviceman, the servicewoman and the civilian employee, recognizing their individual needs, aspirations and capabilities."

The Department of Defense's statement on human goals—beginning with those statements—is an ennobling outline of the principles which an organization should use in dealing with its individual members. But like any other statement, it would only be a set of words if there weren't any action to back it up.

To put those words into action—and to provide a continuing program of action—the Navy has taken a number of steps to make sure that the "dignity and worth" of the individual are constantly pursued. These steps and plans have been set forth in the recently published "Navy Human Goals Plan," which has been in development over the past couple of years and which outlines the organizational setup and the overall objectives of the Navy's wide-ranging human goals program. It is quite possibly one of the most important

"people" projects that DOD and the Navy will have undertaken during this century.

Essentially, the credo quoted above recognizes that the defense of the nation requires a well-trained force—and that to provide such a force careers must be attractive—members in the service must feel real pride not only in themselves, but also in their uniform and their profession.

A lot is needed, and the solutions come from many angles. First of all, good people must be attracted and retained. Once in the service, an individual's aspirations for advancement, promotion and job satisfaction must be fulfilled. All must share equal opportunity. Even those leaving the service must be helped in their adjustment to civilian life. Most importantly, these are not only organizational requirements, but leadership responsibilities as well.

Paralleling the goals of the DOD credo are the Navy's own Human Goals Objectives for 1973. They call for enforcement of order and discipline in a changing social environment, creation of a working climate without discrimination, complete involvement of the "middle managers"—from petty officers on up through the officer ranks—in chain-of-command responsibilities plus improved professionalism and more efficient human resource management.

And what does that mean—"human resource management?" It simply means each individual making the most of his potential, his known, as well as "hidden" assets. And from the management standpoint, to achieve that full potential, once again what is needed is real leadership, strong and enlightened leadership.

Finally, the Navy Human Goals Plan consolidates all of these objectives into one "viable program, working within the chain of command." To achieve this last goal, the plan provides for the development of leadership skills through education, training and direct assistance to unit commanders.

Thus, every Navy unit, afloat and ashore, is assigned specific responsibilities for practical training and action that will improve the productivity of Navy people. The aim here is to have these human goals programs so well integrated into the day-by-day routine of every command that there will be no need for specialized programs managed by the Bureau of Naval Personnel. The petty officers and division officers of any command will be the managers.

We mentioned earlier certain obstacles that might have to be overcome in achieving an individual's full potential. For some the obstacles might be a lack in their education. For others it is a dependence on alcohol. For a significant few, it might be experimentation with or addiction to drugs. For still others it is the strident drum of racial prejudice. The Navy incorporates problem-solving programs in its overall plan, aimed at overcoming these obstacles.

Organized into five major categories, the Navy Human Goals Plan covers the following specific areas:

- Human Resource Management, which includes organizational development and management, intercultural relations, race relations, and drug and alcohol education.
- Equal Opportunity/Race Relations Education.
- Drug and Alcohol Abuse Control.
- Career Motivation.
- Transition/Second career planning and assistance.

Photos above: Not only the Navy man himself, but also his dependents have benefited from the Navy's human goals programs.

To those familiar with what has been going on in the Navy for the past three or four years, these may not sound like anything new. For instance, since the Navy initiated its Personal Affairs Action Programs—complete with Z-grams—in 1970, it has been setting up programs with varied intensity in each of the areas listed above. As another example, there are few people in the Navy today who haven't heard something of the race relations and equal opportunity programs, and there aren't many people who have gotten out of the Navy in the past three years who don't have at

least a passing acquaintance with the transition program.

Let's take a look back to see how this goals plan developed. Some of these programs are the products of recent thinking. Others go back nine years when the omnibus Civil Rights Act of 1964 was passed by Congress. It was then that the Department of Defense cited the need for comprehensive development of human goals programs. As society changed rapidly, so did the needs of its members—and so certainly did the needs of its military.

The programs that were developed back then began to be applied in 1968, and by 1971, the pilot programs were in full swing. These programs have now been reviewed, adjusted and refined. The Human Goals Plan marks the integration of these programs into the regular Navy organization.

At the head of the organization chart is the Chief of Naval Operations. The current CNO, Admiral E. R. Zumwalt, Jr., is the driving force behind all the Navy's personal affairs and human goals projects. The successors to the present CNO will also be charged with outlining future goals of these projects.

The Assistant Deputy Chief of Naval Operations (Human Goals) will see that the plan gets carried out. As part of his job of directing policies affecting the Navy's achievement of Department of Defense directives, he will establish the objectives, set dates by which they will be accomplished, provide the necessary resources, and evaluate the progress made.

The Chief of Naval Personnel, through the Assistant Chief for Human Goals, designs and directs all the programs, but places special emphasis on the equal opportunity and human resource management program. Drug and alcohol rehabilitation centers are also field activities under his direction.

The task of the Chief of Naval Education and Training is to include race relations education, human resource management, and alcohol and drug education programs into the Navy's educational system. It is particularly important to note the formation of a "middle management leadership school" for the senior enlisted people and establishment of a division officer school by CNET. The Fleet commanders in chief will have control over the various counseling and assistance centers and will locate them where the support is needed.

Now let's take a look at the specifics of the plan.

- As already stated, the most comprehensive section of the Human Goals Plan is the one entitled "Human Resource Management." That rather dry title incorporates all of the programs which promote "command excellence" throughout the Navy. At the same time, commands are urged to renew their efforts in maintaining support programs directed toward these objectives.

Human Resource Management Centers (HRMCs) and Detachments (HRMDs) have been established throughout the world at major Navy population centers. They will support activities in four main areas—race relations education, organizational development and management, intercultural relations, and drug and alcohol education.

- Race Relations Education is a tested piece of Navy training. Confronting the human issues of individual and "systemic racism" (which results in the inappropriate use of personal and organizational power) this part of the plan is responsible for designing and testing, implementing and evaluating educational programs, and the challenging task of training of trainers. Race Relations is essentially an emotional issue, and requires skilled and experienced trainers, called Race Relations Education Specialists (702 full-time billets are involved), to guide and stimulate learning.
- Commands are provided with specialists in the area of organizational development and management to help the individual command with management problems that may appear. These individuals help the command evaluate progress and policies, and aid

in discovering possible weak spots in the organization.

- Overseas diplomacy has been a Navy tradition for many years. What is new is the degree of emphasis which is being placed on this aspect of Navy life. By releasing NAVOP 126/72, CNO formally established overseas diplomacy as a Navy mission element. In other words, overseas diplomacy now is not only part of Navy tradition but is also part of the Navy's job.
- The Intercultural Relations Program works to support this mission element and the Navy's Human Goals. Intercultural Relations Specialists, located at bases from Japan to Greece, are specially trained to assist Navy personnel and their families in coping with the problems encountered when living and working in an unfamiliar culture. The specialists also provide assistance and policy guidance to commands in such areas as port visit procedures, overseas liberty and leave, shore patrol, community relations programs, international protocol and ship and base visits.
- Finally, the Drug and Alcohol Education Program seeks to assist all hands in making responsible personal decisions regarding their own use or non-use of drugs and alcohol. It also assists commands in identifying the pressures and opportunities which may make drug use an attractive way to meet personal needs. The program also provides the resources and training essential to the development of command action programs aimed at enhancing positive alternatives to drug and alcohol abuse.

Phase I implementation emphasizes factual information and increased understanding of drug and alcohol issues. This phase is essentially completed for all active duty units. Implementation of programs for specialized naval communities, such as NROTC, Recruiting Command and the Naval Reserve is ongoing.

Phase II of the program has gotten underway and emphasizes command development action programs for improving personal decision-making and management skills. These action programs, when fully developed, will complement the previously mentioned Human Goals program areas and contribute to the overall effort to better utilize our human resources in the Navy.

In order that commanders have time to devote to these efforts, a specific number of days each year have been set aside to be fitted into the operational schedules of all ships, aircraft squadrons and other fleet units—during which the human goals objectives of each command will be reviewed and evaluated. During this time, resource management specialists will help commands in developing plans and local training efforts to upgrade their entire human goals program.

This "human resource management cycle" will last five days. About three weeks before each cycle, an initial survey will be taken of the command's human resource conditions and requirements. During the five-day period consultants, with the commanding officer at their side, will put together a plan that is responsive to both the type commander's and the ship's needs. Existing equal opportunity plans, drug and alcohol abuse education plans, and race relations education plans will be discussed. Workshops in middle-management leadership, goal orientation, and effective communication will be conducted as requested by the type commander. Intercultural relations training will also be discussed during the five-day period and scheduled to be conducted close to the time of deployment.

A similar visit six months later will evaluate progress since the first period. If necessary, another five-day period can be scheduled and additional assistance obtained.

ADM Zumwalt (top, left) and ADM Bagley (top, right) have instituted and put into practice many new programs to enhance the dignity and worth of all Navy men and women.

The Navy has tackled the problems it faces in the area of race relations. Making people aware of racial bias is a major part of the program—but awareness alone is not enough. Positive action is needed to ensure that there is equal opportunity and treatment in the naval service. In the Human Goals Plan there is a section devoted to equal opportunity—a section ensuring that everyone in the Navy has a chance to contribute his or her share regardless of race, sex, or beliefs.

Minority groups have played a major part through all of the Navy's history. At one time, one out of every six American sailors was black; that was in 1812. Today there are some 36,000 blacks who put on a Navy uniform each day, and they—along with other minorities—are being called upon to give a full account of themselves at their jobs. Consequently, in March 1971, CNO signed a charter setting forth all the administrative and personnel power to bring about equal opportunity and treatment in the service. That statement was the net result of the work of ADM Zumwalt's Advisory Committee on Race Relations and Minority Affairs, which worked for six months to pull together all the efforts of the Navy under one equal opportunity banner.

That charter outlines five basic goals for achieving equitable treatment for all individuals in the Navy:

- Attracting people with ability to the Navy, regardless of race;
- Providing an opportunity for all those in the Navy to reach the highest level of responsibility;
- Making the Department of the Navy a model of equal opportunity;
- Helping each member adjust to civilian life when he gets out of the Navy; and,
- Participating with all segments of society in a more meaningful way.

To these ends the Navy has taken a number of specific actions:

A special assistant to the Secretary of the Navy and a flag officer—the Assistant Deputy Chief of Naval Operations (Human Goals)—are sponsoring and managing the education programs. Equal Opportunity officers have been assigned to major commands to plan, oversee and evaluate programs that support the Navy's equal opportunity goals. Equal Opportunity assistants, both officer and enlisted, will be appointed by individual commanding officers to assist the Human Relations Councils in providing new methods for improving the awareness and understanding of human relations problems. The Human Relations Councils are composed of a cross-section of the racial groups at each command and function as advisory units for the commanding officer on equal opportunity matters.

In the area of "Career Motivation and Improvement of Navy Life"—more than in any other portion of the human goals plan—stress is put on organization, especially from the top down. Yet many of the programs which have been carried out under this category have been produced by local commands without specific direction from Washington. Consequently, the Navy has a program which seems to be working both locally and on a Fleetwide level—and which is getting results.

Career motivation and improvement of Navy life are fairly simple concepts. The need for both has been given even greater importance, with the advent of the All-Volunteer Force. A large part of these programs is effected by communications within the system, thus the emphasis is on organization. Letting people know what programs are available, what services they can draw upon, and what channels of communication or appeal are open, is the major thrust.

One of the most important actions taken was the creation of the Navy Ombudsman in 1970. This office within the Bureau of Naval Personnel, which included

both officer and enlisted branches, dealt with personal problems at all levels and aided in securing command or departmental action to alleviate concerns. Those officers and enlisted people working within the office also monitored service life conditions, provided rapid and definite answers to those who presented personal problems, and put out the word on many of the programs which were available to help Navy men and women.

These concerns continue under the direction of the Assistant Chief of Naval Personnel for Human Goals (Pers 6). The Human Goals Coordination Division, Career Motivation Branch is charged with the coordination of all programs to increase attractiveness of careers in the Navy. The ACNP also evaluates programs in existence and recommends new programs where needed. Because of the ACNP's input, Navy policymakers are able to determine the adequacy of pav scales and conditions of in-port and shipboard life.

The Navy Drug Abuse Control Program (NDACP) was established in 1971, recognizing the social problem of drug abuse and the responsibility of the Navy for control and rehabilitation efforts. The Navy has the goal of preventing and eliminating drug abuse by identifying all Navy personnel involved in drug abuse, and restoring to full duty those members who have potential for further service.

The identification process works in three ways:

- Through the Exemption Program which offers exemption from disciplinary action for voluntary admission of drug abuse offenses
- Through the urinalysis testing program
- Through normal investigative procedures.

Regardless of the identification procedure used, an identified drug abuser receives a medical examination at the nearest medical facility, and those requiring extensive rehabilitation are sent to a Naval Drug Rehabilitation Center (NDRC), either at Naval Air Stations Miramar, Calif., or Jacksonville, Fla. The Miramar facility was established in July 1971 and the Jacksonville center three months later. Both NDRCs provide assistance for drug-dependent personnel and other individuals determined to require extended treatment.

Counseling and Assistance Centers (CAACs), formerly CARE Centers, were officially established on 1 Jul 1972 in 30 locations worldwide to provide a local rehabilitation-oriented resource to assist fleet and shore commands in the counseling of personnel who are involved with drugs but who are not considered drug dependent or in need of intensive inpatient therapy. Staffing consists of up to two officers and eight enlisted men. Counselors are selected from highly motivated and qualified volunteers to fill the 42 officer and 168 enlisted CAAC billets Navywide. Group and individual counseling techniques are employed.

A Navy Drug Abuse Counselor School (NDACS) has also been established at each of the Naval Drug Rehabilitation Centers. The 60-day course is designed to train CAAC staff personnel in drug abuse counseling techniques, sociology, drug pharmacology, physiology, legal aspects of drug abuse, and the role of Navy CAACs in drug abuse control.

Local rehabilitation efforts are being conducted at the individual command level. For those individuals considered to be experimenters who are not determined to be in need of formal assistance through NDRCs or CAACs, the command uses available local resources (leadership, guidance and spiritual and moral assistance) to aid the individual in effectively dealing with the reasons for his drug abuse.

The most abused drug in the United States (and the Navy) today is alcohol. The Navy's Alcoholism Prevention Program, as part of the Human Resource Development Project, was started to tackle this complex social problem. Alcoholism, a primary and progressive disease, tends to afflict career Navy people whose experience and dedication are necessary cornerstones of naval effectiveness. Of the men now being treated in Navy Alcohol Rehabilitation facilities, the average time in service is 11 years. This is indicative that in a time when an all-volunteer force is an impending reality, the Navy has had to find some new ways to prevent its men and women from being lost to alcohol addiction.

The Alcoholism Prevention Program is a two-pronged effort. The first effort is rehabilitation—identify and treat the alcoholic so that he or she can return to

Photos at right: The aim of the Navy's race relations programs is exemplified by all men, regardless of origin, working together and making use of their talents to the utmost of their capabilities.

productive service. Second, a program of education will be provided to give Navy people the opportunity to make responsible decisions about drinking, and to inform the Navy community at large of the dangers of alcoholism. The second goal is necessarily a long-range one, and while significant efforts have been made to bring about a needed change in some damaging traditional attitudes about alcohol, immediate attention has been paid to treating those alcoholics already suffering from the disease.

The Alcoholism Prevention Program has developed a diverse program of treatment which now includes four distinct rehabilitation structures.

- The Alcohol Rehabilitation Center concept, which evolved from a highly successful pilot program at Naval Station, Long Beach, Calif., has been started at four other locations in CONUS. ARCs treat 60 to 75 patients at a time in an intensive six to eight-week cycle of rehabilitation administered by doctors, psychologists and recovered alcoholic counselors.
- In selected naval hospitals across the country, there are 14 Alcohol Rehabilitation Units that can treat 10 to 12 patients at a time in about the same cycle as the ARCs.
- A third resident treatment program has just recently begun. The Alcohol Rehabilitation Drydock (ARD) is a resident command facility which can treat the alcoholic locally, close to his or her job and family, and without the expense of being transferred to an ARC or ARU.
- The Human Resource Management Centers have set up a network of over 1000 recovered alcoholics who have offered their assistance in the Navy's local rehabilitation programs. These types of individuals often provide the help needed for a shipmate to take the first step toward sobriety, and their efforts are the closing link in the Navy's rehabilitation program.

The goal of the education and training support section of the Human Goals Plan is to incorporate the plan's guidelines into the present naval education system. Key points of a career—recruit training, OCS, ROTC, service schools and even the War College—receive instruction in the more sophisticated leadership skills of learning to identify behavioral attitudes, having insight into personal values and developing a cultural awareness.

The complexity of human problems is presented parallel to the complexity of weapon systems, navigation and nuclear physics, and is presented at every level of naval education. It boils down to a reassertion of the value of leadership with the end product being a more responsive and responsible person.

Whatever progress is made on any part will be accounted for by the Navy Human Goals Personnel, Training, Manpower Research and Evaluation Plan. It is fitting that this is the final unit of the Human Goals Plan—its objective is to research, test, and evaluate the human goals programs themselves.

After World War II, rapid advances were made in two quite opposite sciences—behavioral science and technology. Modern methods of research and evaluation were a major factor in the advancements of these two areas. Now the Navy is putting its research tools to work on equal opportunity, organizational development and management, drug and alcohol abuse control, intercultural relations, career motivation, and any other program that has people as its primary concern.

There are two principal agencies that are turning their evaluation charts to these human objectives: the Office of Naval Research (ONR), and the Naval Personnel Research and Development Center (NPRDC) in San Diego, Ca.

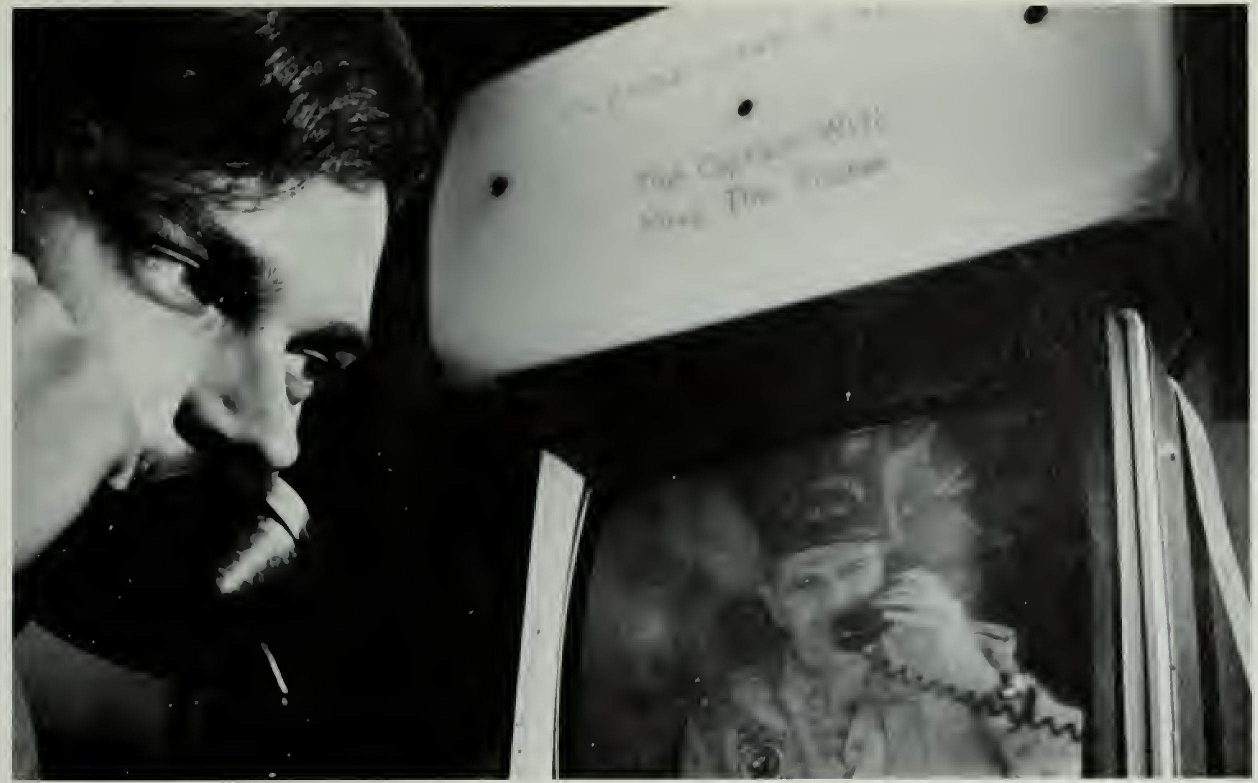
In the past, most evaluation done by these agencies have been in support of schools and training programs. The Human Goals programs that have become a permanent part of the naval organization represent a significant departure from the traditional concepts of evaluation, and because of this it has been necessary to draw from civilian sources for expertise. It is anticipated that as these programs become firmly established, NPRDC will become more deeply involved in the evaluation efforts.

The Assistant Chief of Naval Personnel for Human Goals (Pers-6) is at the center of all this research and evaluation. His specific job is to develop performance criteria that can assess effectiveness of a command's human goals programs, develop a data collection system based on these criteria and translate research findings into policy that meaningfully addresses the human goals objectives.

—JO3 Alan Shethar and Jim Stovall

RACE RELATIONS ON AN AIRCRAFT CARRIER

Communication at all levels of Command ... A key to good human relations



The following account discusses a subject which has been in the news recently. It's a report which comes directly from the carrier USS Forrestal *(CVA 59) and it was written by people who were—and are—directly involved. You'll find it interesting reading, and many of the ideas may even be worth checking out in your own ship.*

One of man's innate characteristics is conflict. Whether it is within himself or between himself and others, conflict is a destructive force.

When a man leaves civilian life and enters the Navy, he brings his prejudices, myths and misunderstandings about men of different cultural, racial or ethnic backgrounds. When he boards a ship, he is forced into close proximity with men from every background. The close, 24-hour-a-day shipboard living exaggerates any existing interpersonal conflicts.

Conversely, close shipboard living is one of the best ways to eliminate conflict. When you have never known a Black man or a Spanish-American, and you come to live on a ship with him, soon you'll discover that the difference in their daily living habits is minimal; except for the individual differences, they're just like you.

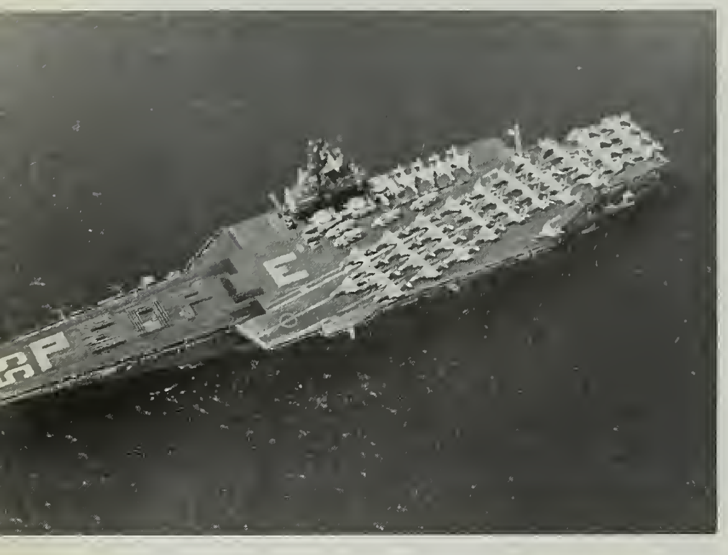
It has been this kind of discovery that has fostered the success of the Human Relations Development Center (HRDC) in USS *Forrestal* (CVA 59). HRDC has an open-door policy, which means that the personnel there spend as much as 70 per cent of their time counseling *Forrestal* crewmembers on human relations problems.

The first formal element of the program began several years ago with the appointment of the commanding officer's special assistant for minority affairs. Senior Chief Ralph Mizell—the man who holds that position now—says his job is "to help the commanding officer to be enlightened concerning problems as seen from a minority's viewpoint."

One of the first formalizations of the *Forrestal* program was a comprehensive personal letter from Captain James B. Linder, the CO, to each department, outlining exactly his policy and goals on race relations. This letter was a very practical guide, spelling out what each department head could and should do to improve human relations in his department.

Many methods are used to create an environment aboard *Forrestal* in which race relations can improve. Discussion on a TV call-in show called "Forum" helps to eradicate myths about minorities and majorities and ease individual tensions by presenting facts and lively discussions about race relations. A daily article in the ship's newspaper, "A Matter of Pride," tries to give the black man credibility—to let him know his identity and help to educate him in his role in history, while it also gives whites an opportunity to understand the black's heritage, identity and historical role. AO1 John Broomfield, HRDC educational advisor, says these articles "have given our men a basis of knowledge of black history and accomplishment to use in discussions and rap sessions and their everyday life."

When someone gets uptight in *Forrestal* and feels that he has to get to the top to solve a problem, he can. He has instant access. In various locations throughout the ship, "Questions to the Captain" boxes are easily reached for both anonymous and signed inputs on any subject. Instant access, via use of a two-way TV from the CO on the bridge to a crewmember in the library, plus the Hotline, a 24-hour telephone recorder system, are major vehicles for resolving aggravation before it develops into a major problem.



"HRDC," says Chief Mizell, "makes the chain of command work better. When people come in with a problem, the counselor first asks what has this man done to solve his problem within his individual chain of command. If he has tried and found no solution, then they look to the chain and examine it for a weak link or break. If a man is wrong, they point that out too."

Constant efforts to "sensitize" the chain of command are being made at all levels, but one of the most important programs has been formal race relations training for almost all of *Forrestal's* senior officers. This training has been conducted in UPWARD (Understanding Personal Worth and Racial Dignity) classes lasting three days. These officers, including the captain and executive officer, have paused to learn and to think about intercultural conflicts, myths and misunderstandings.

Another example of *Forrestal's* determination to help eradicate myths and misunderstandings is a set of Human Goals set forth by the captain. "The list of formal *Forrestal* Human Goals that the CO authored," says Lieutenant John Lones, HRDC program coordinator, "was a significant milestone in the evolution of the program, because for the first time a permanent, clear set of objectives was promulgated. The CO had made it clear—in no uncertain terms—that the entire ship would 'get there.' "

Awareness sessions and UPWARD classes, two very special techniques in the HRDC program, help crewmen find out where they stand on race and racism. Awareness sessions, composed of about 18 men of all races and ranks, are held three days a week. The class is guided by a trained "facilitator" whose job is to stimulate conversation. The participants learn about each other and, more importantly, they eradicate myths by being exposed to the truths about Blacks, Filipinos, and all minorities.

Through lively group discussions, individuals have recognized personal inactivity and noninvolvement with current racial problems. A typical comment during an awareness session was what a black chief petty officer said about himself.

"I have a good bank account. I'm basically middle class. I live a lot better than my dad did. I make good money and more than likely, as I go on, I seem to get into a little groove. I don't do anything, I just sit back and don't get involved. But, I'm saying to myself right now, 'Hey, baby, you better get out there and do something.' I dig this. This is where it's at."

Forrestal also conducts UPWARD classes which are essentially the same as awareness classes, except they are concerned more with the "now" of a person—where he stands at the moment that he is in the class. Since the start of these classes and awareness sessions, more than 750 people have been offered the opportunity to become aware of racial sensitivities which can lead to racial conflict.

Black studies classes have two big values according to HRDC Educational Adviser Broomfield—"To know and understand the historical problems, pressures and frustrations that Blacks have lived through will give a white man a beautiful understanding of what makes a Black tick today. Additionally, studying the important role that Blacks have played in history will give Blacks understanding, appreciation, and pride for their race's important contributions to civilization."

Chief Mizell says HRDC efforts "have transitioned from solving specifically racial problems to solving human ones. The *Forrestal* chain of command has be-

come sensitized to racial conflicts and very concerned for people's problems."

He summed it up best when he said, "The whole ship has been saturated with concern and understanding. People now talk instead of wanting to punch at each other."

Communications at all levels of command is a key to good human relations and on several days during the current cruise, this ship of nearly 5000 men has paused to "communicate" in a unique way—by having a Human Relations "Standdown Day." During these days each division and squadron stops everything but necessary work and sits down in a group to hold rap sessions. Discussion has centered on issues of personal human conflict that *Forrestal* has not been able to conquer. At times many of these sessions have been less effective in the race relations sense because they have dwelt on simple shipboard living problems.

But, as Lieutenant (jg) Chris Huntoon, UPWARD class "facilitator," says, "Anything that contributes to reducing tension in a specific area of everyday shipboard living is constructive and worthwhile."

When asked what part of the program has been the most effective, PO1 John Wilson, another facilitator, said, "It's not any single part; it's a little bit of everything; it's mostly what program or effort has helped each individual."

Although LTJG Huntoon agreed that no one part of the program has been a complete answer, he added that backing from the captain—his presence and support for the goals and implementation of the total human relations program—has played a most important part.

"We have a lot of different people problems on *Forrestal*," CAPT Linder says, "because we have a lot of people—and they're whites, blacks, Spanish-Americans, American Indians, Filipinos and several other minorities. The *Forrestal* team has avoided racial confrontation and violence because we communicate—we talk and we try at all levels of command to live up to the human goals we have set."

CAPT Linder believes that the programs begun on his ship have met with significant success. Perhaps the results, he states, "are not as tangible as we would like, but by comment and example, our middle managers and nonrated personnel have demonstrated their willingness to share their mutual problems. All hands have set well-defined professional and human goals; they show more respect and understanding than ever before for the inherent dignity of man."

He concluded with, "while we still have a long way to go to attain our goals, the accomplishments already attained will spur the crew on and guarantee us a healthy and 'equal' atmosphere in which to live and work."

We may all walk to the beat of a different drummer, yet we all walk the same path in life. *Forrestal's* human relations effort tries to help her crew make the journey in understanding and harmony.

PEOPLE'S DAY ON THE FORRESTAL

Swimmers take advantage of the warm water and hot sun during a swim call held by Forrestal when she anchored near Thira, Greece, far her "People Day."

Dozens of steaks were cooked for Farrestal's "People Day" which featured sunbathing, guitar playing, a fishing expedition and just plain relaxing.

It began and ended like all other carrier days—but what was in between made it somewhat different.

USS *Forrestal* (CVA 59) was churning the blue Mediterranean waters early in the morning as she circled the Greek island of Thira. While looking for just the right spot to drop anchor, the giant carrier presented to her crew a bird's-eye view of the crescent-shaped island which lies about 150 miles southeast of Athens.

One minute the rocky land gleamed from the reflection of the sun's rays; the next, it showed quilt-like land patterns covering the steep mountaintops, and winding roads which ran through the hills.

Off the island coast, the *Forrestal* crew were treated to a day of fun and zest in the Grecian sun. It was "People Day"—12 hours of swimming, fishing, sunbathing, outdoor cooking, reading and general leisure. It was a real success, especially after the rugged routine of flight operations and aircraft maintenance schedules of the previous days.

Late in the morning, the crew donned swimsuits and prepared for swim call—it was the first during her nine-month Mediterranean cruise.

For several hours hundreds of crewmembers dived or jumped (mostly jumped) the 40 feet from the ship's elevators to the salty waters of Thira. The climb from the water straight up a web net to the flight deck was a task in itself.

One group of the crew arranged a swimming race, others spread out on the four-acre flight deck and took in the rays of Helios. Staking their squatters' rights with blankets or sheets on the ship's deck, they turned *Forrestal* into a Navy version of the Riviera—minus the ladies.

At the other end of the 1000-foot carrier, the cooks and messmen were preparing over 6000 servings of steaks and hot dogs over 18 "barbecue pits." Hundreds of gallons of juice, pan after pan of potato salad, cases of potato chips and plenty of beans helped spruce up the meal. It had all the trimmings of a home cookout—except for home, that is.

Fishing expeditions were organized to take the rod and reel experts from the ship to quieter fishing spots. The fishing cruises, taken in the ship's liberty boats, brought back a small quota of fish and a large quota of hungry sailors.

For those who had still not worked up an appetite, a tug-o'-war was arranged. It ended up in a tie.

Near sunset, the air filled with music from "US"—the ship's rock band. With the ship's huge island structure as their background, the group kicked out some good tunes for the several thousand sailors sitting on the flight deck. It wasn't the Fillmore, but it was *Forrestal's* best.

It wasn't quite the same as a holiday on the Riviera, but along with memories of the coast of Thira, the 40-foot dive from the carrier's elevator, the sunburn and a tasty barbecue, *Forrestal's* crewmen enjoyed their day of liberty at sea.

—Story and photos by JO3 Larry Bonura

YNC Adelbert Cruz

COLLEGE GRADUATE, SUMMA CUM LAUDE

Chief Yeoman Adelbert (Del) Cruz, Jr., had more than a wife and four children awaiting him when he returned to San Francisco from his ship's deployment with the U. S. Seventh Fleet in the Western Pacific. He was also making a deadline for a ceremony at Golden Gate University to join in the commencement exercises and accept the highest scholastic honor given by that university.

The plaque awarded to him during the ceremonies

OCS goes CO-ED

"Ladies and gentlemen—welcome to OCS." *Ladies* and gentlemen? That's right. Coeducation has come to two officer training schools at the Naval Training Center, Newport, R. I.

For over two decades men and women officer candidates have trained separately. Vice Admiral Malcolm W. Cagle, Chief of Naval Training, ended this when he announced that the Women Officer School has been integrated into the heretofore all-male Officer Candidate School, and the Nurse Corps Indoctrination Program has become part of the Officer In-was for acheiving the highest grade point average of his class—an unsurpassable 4.0. Chief Cruz graduated summa cum laude earlier this year with a bachelor's degree after two years of full-time study at the university.

It was a real accomplishment, especially meaningful to someone who grew up on "the Chicano side of town."

Educationally speaking, Chief Cruz has achieved a great deal since he left the little town of Hayden, Ariz., a hundred miles from the Mexican border, and joined the Navy.

When he graduated from high school he had made a reputation locally in sports and won a baseball scholarship to the University of Arizona.

But he lacked confidence in his ability to make it at the university, and at the age of 18 he enlisted in the sea service.

Within eight years he was chief yeoman—and he now has completed his higher education as well. Self-determination was the key. During a tour at Pearl Harbor, he decided to go back to school on a part-time basis and picked up 12 credit hours from the University of Hawaii's part-time study program.

He put his Spanish heritage to good use when he landed an assignment in Santiago, Chile, at the Defense Attache Office in that country. Fluent in the language, he found his ethnic background was an asset both to himself and to the people with whom he came in contact. This was one of his most rewarding, as well as interesting, tours.

Another step forward came when he was elected for the Navy's Associate Degree Completion Program (ADCOP). He resumed his college career at Del Mar Junior College at Corpus Christi, Tex., and finished two years later with a 3.7 grade average. Then he went back to sea in USS *Ranger* (CVA 61) and, while at sea, won himself a handsome scholarship to Golden Gate University. Under a new limited Navy policy, he was allowed to return to complete his bachelor's degree in San Francisco.

In his two years at the university, Chief Cruz didn't just go to and from classes. There were many other stops in between. He was a member of the senate of the university's Associated Student Body. He served as vice president of the Business Club and was the first president of the Latin-American Student Organization—a group which he helped organize.

He is a supporter of the Equal Opportunity program in the Navy. His interest in minority affairs is being put to good use since he reported to his latest duty station, USS *Oriskany* (CVA 34). He has been assigned as the assistant minority affairs counselor.

Chief Cruz's entire background, and his thorough education, are a plus in such an assignment. As University President Otto Butz stated on his graduation from Golden Gate, "When he stands up to talk, they listen. He achieves respect through what he has to say."

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doctrination School.

The consolidations are a part of an NTC-wide effort to economize in money and manpower.

Men and women in the 19-week-long OCS course study leadership, naval orientation, communicative skills, seapower, piloting, seamanship, damage control, division officer management, discipline administration, management information systems, and security of classified material. Men receive additional training in operations, engineering, and celestial navigation; women in national security, naval communications, staff administration and operating forces.

Equality—as far as possible—is now the word at OCS. Women share general watchstanding duties, leadership positions, serve in musical organizations, and compete in sports on equal terms with the men. They also participate in regimental drills, but, in keeping with the noncombat role of Navy women, do not carry rifles.

The first coed OCS class of 100 men and 52 women is to be graduated this month.

VARIETY is the SPICE of Life

SA Kathy Spain: DATA PROCESSING TECHNICIAN

(In her own words—and enthusiastic ones at that—a young Navy woman, from Elgin, Ill., SA Kathy G. Spain, USN, wrote the following word-picture of her first year in the Navy. From Chicago to Ford Island is a long hop, yet Kathy took it in stride and looks forward to each new day in the Navy. Let her tell you about today's Navy women—they're a proud lot.—Ed.)

I was never so scared as when I raised my right hand to take the oath of the United States Navy. There were three other Chicago-area girls and 96 guys all saying the same words and I'm sure we all had different thoughts running through our minds. It was then 11 a.m.—sorry, 1100—but the day had just begun.

That afternoon I left for Orlando, Fla., for women's recruit training. I'll never forget the sign above the door of the barracks where I would live for the next 10 weeks. I read: "Through these portals pass the women of the greatest Navy on earth." I wasn't sure if I believed it at the time, but I have thought about it often since then and I believe it now.

I had joined the Navy to get a good education in data processing and to do something of which I could be proud. All my friends were going to college, but I didn't want to study constantly for the next four years.

I wanted to do something different and still get a good background in some line of work. Being a computer operator had always fascinated me, so data processing seemed to be the right thing.

First came 10 weeks of boot camp with long days of marching, drilling, classes in naval history, drug orientation, first aid, jobs and training, and naval orientation. Our instructors were all petty officers who had been in the Navy for at least four years. They were great people who knew a lot about the subjects they were teaching.

The 44 girls in my company worked hard together. During those weeks we grew to be almost like sisters. Sure, we had arguments when the going got rough, but it usually ended with someone apologizing and the incident being forgotten by morning. We marched together, got homesick together, laughed and cried together. Those days were filled with classes, and the nights were filled with chores — like shining shoes, washing and ironing uniforms, cleaning lockers, and finally getting to bed at 2120. That may seem early to civilians, but when you had to get up at 0510 the

Left: SA Kathy Spain. Facing page: Kathy keypunches cards at Data Processing "A" School in San Diego. Below: Loading magnetic tape which stores information from the central computer. Bottom: While stationed in Hawaii, Kathy uses some of her liberty time to visit the Arizona Memorial in Pearl Harbor.

next morning you were thankful for taps to be sounded.

Boot camp ended for me on 1 December. I finally got to salute the National Anthem and it never meant so much to me as it did that day. My heart swelled with pride in my accomplishments for the Navy. Now I was going home for 19 glorious days. I would just miss being home for Christmas, but I didn't mind because I was heading for San Diego and Data Processing "A" school.

School started 8 January and I had to start studying every night. Data processing school is supposed to be the hardest school in the Navy—now I believe it. I never had trouble with grades in high school, but here it was different. Tests were multiple-choice and at times it seemed that all four answers were the right one. Everything was a challenge. After 11 weeks of brain-racking, school was over and I had a certificate saying I had successfully completed Data Processing "A" School. I had my new orders reading Pearl Harbor, Hawaii, and now I was going—all expenses paid! I'd be there for the remainder of my enlistment. This was the dream of a lifetime!

I arrived in Honolulu on 19 April and almost smothered from the heat. I was used to spring in Illinois—here it was still 75 degrees at eight in the evening.

I moved into the Pearl Harbor Enlisted Women's Quarters where I have all the comforts of home—tape deck, portable TV, a desk, even my teddy bear. In December, we'll be moving into new barracks where there will be two to three girls to a room.

Taking a launch to work every afternoon and taking one back in the evening is quite different. I'm with Commander Third Fleet on Ford Island and the computers we work help keep track of 100 ships and 60,000 Navymen of the fleet. The command covers 50 million square miles of the eastern and middle Pacific, from the west coast to an area between Japan and Midway Island.

The work is always interesting and I could never ask for nicer people to work with. I'm the low "man" on the totem pole, but I'm not treated that way. If the next three years are as exciting as the past one, I will never be disappointed in my decision to join the Now Navy.

—SA Kathy G. Spain, USN

VARIETY is the Spice of Life

I WISH I
A MAN
I'd JOIN
The NAVY
BE A MAN AND DO IT
UNITED STATES NAVY
RECRUITING STATION
ADD IT ALL UP! IT PAYS OFF IN DOLLARS AND SENSE!
THE NAVY GOES OVERBOARD FOR YOU AND YOUR FAMILY'S WELFARE.
TO ALL HANDS FROM Z GRAMS IT'S A NEW NAVY!

PH1 Edna Patterson: RECRUITER

In 1861 the Union Army had its own qualifications for hiring women nurses. "They should not be too young and beautiful, must be over 30 years old, and are required to wear a brown or black dress."

After a look at Photographer's Mate 1st Edna Patterson it's easy to see that women have come a long way. As a result of the Chief of Naval Operation's program to make the Navy a true equal opportunity employer, many sex restrictions on ratings have been eliminated. Women are entering more rating categories and different types of vocations are opening up for them.

"So much has been done for us lately," says Photographer Patterson, "that we really can't gripe that much any more."

Petty Officer Patterson had to prove herself before she was allowed to participate fully in the work of her rate. While stationed in Washington, D. C., six years ago, she was allowed to do little camera work. "I was usually in the darkroom," she recalls. "When I began taking pictures everyone was surprised that I knew how."

Now serving as a Naval Reserve recruiter, she is "talking up" her belief in the good life that the Navy offers. Needless to say, her job has given her much insight into the demands of an all-volunteer service.

"We're competing with industry," she says, "since the draft has ended and nothing can be taken for granted."

Petty Officer Patterson served a tour in London and while there she was able to visit the many, yet diverse, countries in Europe. The intelligence she displays and her obvious self-assurance are undoubtedly a result of her travels. The competence she has gained is an example of what today's Navy needs—and offers.

—Story and photos by PH1 John Francavillo

Facing page: Edna Patterson answers the phone in Navy recruiting office. Top: PH1 Patterson and a fellow recruiter discuss plans for a lecture at a local high school. Above: Answering a few questions from a possible recruit. Above right: Edna relaxes by reading a magazine in her comfortable home. Right: A 10-speed bike keeps her active during off-duty hours.

DP3 Julia Taylor and AG2 Karon Schulz: PISTOL PACKING LADIES

Midshipmen of the U. S. Naval Academy class of '77, who went through six weeks of "plebe summer" training, did "double takes" when they stepped up to the line on the pistol range. That soft feminine voice speaking in their ears was real and not an illusion.

For the first time in the Academy's history two of the instructors on the pistol range this year were Navy women. The initial consternation of some of the "plebes" to a woman looking over their shoulders telling them how to fire a .45-caliber pistol was short-lived when they discovered these young gals know their "powder"—gun type that is!

Data Processing Technician 3rd Class Julia Taylor and Aerographer's Mate 2nd Class Karon Schulz are both highly qualified shooters, having fired in numerous Navy and civilian competitions, including the All-Navy pistol matches.

Julia started competition shooting while at San Diego five years ago. Before entering the Navy she had never fired in meets. "I used to go hunting with my dad and brother—that was mostly with shotguns and rifles," she said.

Her best score, Julia says, is about 260 points out of a possible 300. Besides firing in the All-Navy, Julia has shot police range competition in San Diego and district matches in San Diego and Norfolk. She is currently assigned to the Atlantic Fleet Data Processing Service Center.

A six-year Navy veteran she says she plans to make the service her career.

Karon Schulz, who is married to a former Navyman, also plans to stay in the Navy. She and her husband now live in Pensacola, Fla.

Karon's shooting career began when she was attending Ohio State University. "In my sophomore year we traveled to the University of Wisconsin, Murry State in Kentucky and Dayton University. Our team won the Women's Intercollegiate .22 pistol Championship in 1970," Karon said.

Her best shooting score to date is a 276 out of a possible 300, which she fired on the Academy range while there.

The girls had high praise for the ability of the plebes. "Some of these guys, if they listen and care, do really great," Karon says. "I saw one man fire a three-inch group and he'd never shot a pistol before in his life."

Both girls said they intend to continue competition shooting as long as they're in the Navy. With both of them planning a Navy career this could mean women on the All-Navy team in the near future.

Above: Karon Schulz and Julia Taylor (right) take a break from their instructor duties at the pistol range. Right: Karon demonstrates the proper method of shooting a .45-caliber pistol. Facing page: LCDR Rita Bivins is busy at the computer center of the Navy Postgraduate School in Monterey, Calif. Rita and her husband (corner), CDR William F. Bivins (Ret), keep in shape by cycling together.

LCDR Rita Bivins: GRADUATE STUDENT

"The education available at the Navy's Graduate School is great!" That's the candid opinion of Lieutenant Commander Rita Bivins in describing her role as a student at the Naval Postgraduate School.

The petite 14-year veteran of the Navy has no qualms about being one of only four women in a student body of more than 1500, and credits this to her time in service, at which point only a few women continue to remain in uniform. She recalls being the only woman officer for quite some time at her first duty station, Moffett Field, Calif.

A native of Cadillac, Mich., LCDR Bivins was graduated from the University of Michigan where she majored in psychology. In retrospect, she says, "I think I'm much more serious now about learning than I was as an undergraduate."

LCDR Bivins is majoring in communications management, a program at NPS which takes a non-engineering approach to electronics as applied to communications. It leads to a master of science degree in management. The program is designed for officers who will perform as managers of communications systems on large command staffs, afloat and ashore, including, even, the Joint Chiefs of Staff and Defense Communications Agency.

"You certainly don't feel too much like you're in the military at NPS," she observes. "We don't wear our uniforms and I think one of the purposes of this policy is to get a free exchange of ideas in class, since the students range in rank from ensign to captain." She believes the education available at NPS is of particular value to anyone expecting to remain in the military service.

"The technical education here is probably the best that anyone can get," she said.

The brunette officer student was stationed at the Naval Air Technical Training Center, Jacksonville, Fla., before reporting to NPS in March of 1972. She would welcome a future assignment in the Jacksonville area since she and her husband have a home there. She has been married for eight years to Commander William F. Bivins, who retired last year after a 30-year career. He is now associated with a financial planning organization.

Rita says she may not match her husband in length of service, but expects to remain in the Navy for at least 20 years.

"For those officers who might be considering further education at the Postgraduate School," LCDR Bivins says, "everybody has his own career pattern, but the education you're exposed to here provides an added insight to a situation that you just don't get on the job."

She expects to receive her master's degree in March.

ENFN Cynthia Hanenberger: MECHANIC

Mingled with the engineroom odors of grease and oil on the Charleston Naval Station tugs is something different—perfume. It belongs to Engineman Fireman Cynthia L. Hanenberger, Charleston's first woman in the engineman rating.

Cynthia reported to Charleston after completing Engineman School at Great Lakes, Ill., where she was the only woman in a class of 24. High mechanical aptitude marks in recruit testing, backed by three and a half years at Orient College in Iowa, helped her get assigned to the school. Engines are nothing new to Cynthia though. She has driven farm trucks and, she says, she enjoys "tinkering" with her own car's engine.

The all-male environment of the Port Services Department where she now works includes a repair shop ashore and service craft on the station's waterfront. She confided that she takes a lot of kidding, but she described her co-workers as "good people"; she punctuated that with a smile. Humor is essential, she commented, and she has had no problem.

Cynthia is working in her off-hours to earn a college degree with a major in physical education and a minor in psychology. Her new job is providing on-the-job training in both.

ENSIGNS Kathy and Christine Michelson: TWIN OFFICERS

Ensigns Kathy and Christine Michelson are twins who have been in the Navy just a little more than a year, yet their name is familiar to the service.

The Naval Academy at Annapolis, Md., has its Michelson Hall, and Michelson Road runs through the Navy housing area at Monterey's Naval Postgraduate School (NPS). So what have these young women done to warrant such honors?

Well, the truth is "the Michelson" was their great-great-uncle, Albert A. Michelson, the 19th century Naval Academy graduate who went on to become the first American physicist to win the Nobel Prize. (See March 71 ALL HANDS, pg. 48.)

"I've discovered there are a lot of things the Navy has named after him that I didn't even know about until I joined the Navy," Christine Michelson said. Her sister Kathy, who works in the Supply Department at NPS, didn't know about Michelson Road until she arrived in Monterey. "I wouldn't mind living on that street but it would probably be confusing to the mailman to have a Michelson or two living on Michelson Road," Kathy laughingly added.

Although Albert Michelson was a famous naval officer, there has not been a long Navy tradition in the Michelson family, at least not until Kathy and Christine decided to join. In fact, their father was an Army doctor. But after they both graduated from San Jose State University, they found they liked what the Navy had to offer and decided to make it a career.

One might think the Michelsons, as twins, would get tired of each other's company. And even Kathy and Christine admit lightheartedly, "You do get tired of the same face." But they appear to have a lot in common and both express a desire to serve together somewhere, preferably overseas. That won't happen any time soon however, since Kathy has only been at the Postgraduate School a short time and Christine is due to begin a tour of duty in Puerto Rico.

These two attractive officers agree on many things, but they do occasionally have differences of opinion. When asked what they think about the possibility of serving aboard ship, Christine said, "I'll try anything the Navy wants to give me and they feel I can do." But Kathy was more cautious. "I think I'm more particular," she said. "I wouldn't want to serve aboard just any ship, say a destroyer for example."

Other than being mistaken for each other, Kathy thinks there are some additional disadvantages to being a twin. "Sometimes people wonder why you don't always do the same things, why you don't carry the twin relationship all the way. Chris isn't a supply officer and she didn't go through Officer Candidate School at the same time I did."

Both women have strong opinions about women's liberation. Of the people Kathy has encountered, most didn't consider women in the Navy to be women's "libbers." "They get the idea that a woman in the Navy is more career-minded than a housewife.

"But they certainly don't think you're going to balk at a man opening a door for you or that you're going to want to do all the things that are commonly thought of as men's jobs."

Christine expressed similar feelings and said some women outside the Navy have gone overboard with their attitudes on women's liberation.

"But you can't really compare them to women in the Navy, I don't really think there is women's lib in the Navy," Christine remarked. "I think we're all just trying to do our jobs as best we can."

Both women agree that the position of women in the Navy is steadily improving. They even think that someday a woman might command a ship. "We had a tactical trainer at OCS," Christine said. "And I remember one night the women had their own simulated ship and we came out ahead of the men in exercises!"

With that kind of performance women may very well be at the helm some day. And if the Michelson sisters should contribute as much to the world as Albert Michelson did, the day may come when the Navy christens USS *Michelson Twins*.

—Story by JO3 Ray Nielsen
—Photos by JOC Bill Locklar

Facing page: ENFN Cynthia Hanenberger adjusts engine on tug at Naval Station Charleston, S. C. Below: Ensigns Kathy (left) and Christine Michelson talk shop at Kathy's duty station, Navy Postgraduate School, where she is a supply officer. Above: At NPS the twins visit Michelson Road, named after noted physicist Albert A. Michelson, their great-great-uncle.

SEA CADETS

For most boys of high school age, vacation from school this past summer meant days of play, relaxation —or boredom. But for a select group it meant an interesting new experience exploring life in the Navy, ashore and afloat. These youths are Sea Cadets—and they were getting a firsthand taste of sea/shore duty as volunteer members of Navy's "youth corps."

Let's take a look at the experience of a group from the USS Bryce Canyon Sea Cadet Division of North Hollywood, Calif. We'll follow it up with a report on the Sea Cadets and what it takes to join up, plus the advantages of training as a member.

For their "cruise," the North Hollywood Sea Cadets reported to the Naval Air Station Point Mugu surface craft department for a week of on-the-job training in basic seamanship. All between the ages of 14 and 17, they were each assigned to a boat crew and were taught to perform all the duties normally expected of a regular seaman apprentice.

The surface craft department supports Pacific Missile Range operations at Point Mugu with on-the-scene surveillance and assistance in drone recoveries. Their hardware consists of six aviation recovery vessels (AVRs) and two large amphibious landing craft.

Each of the Sea Cadets had a firsthand look at a variety of naval exercises in the sea test range, including the recoveries of target drones, proper transportation of equipment to San Nicolas and Santa Cruz islands and the duties of range clearance. They stood a formal inspection, witnessed the retirement ceremony of a master chief petty officer, and were even put through the Seabee obstacle course.

The end of the week brought nothing but good feelings. "Those young men were great workers," remarked Lieutenant Commander S. T. Sperry, surface craft officer. "We really enjoyed having them aboard and I would be glad to have any of them assigned here when they are old enough to join the Navy."

Members of the Naval Sea Cadet Corps are not only friends of the Navy, but also they may well be the Navy of the future, for they are getting a training head start in the seaman, airman and fireman rates (E-1 to E-3). They are also given a chance to study in various disciplines including oceanography, naval officers' preparatory courses, medicine and construc-

future navymen

tion. Those who can qualify also study the engineering aspects of avionics, nucleonics and conventional power shipboard propulsion.

The Cadet Corps now numbers approximately 6,000 members—nearly twice as many as were enrolled a few years ago. Members range in age between 14 and 17 years. The Corps is federally chartered and is jointly sponsored and administered by the Navy League of the United States and supported by the Department of the Navy.

The purposes of the Sea Cadet Corps are simple. They aim to:

- Develop in young boys an interest and skill in seamanship and seagoing disciplines;
- Inculcate in cadets an appreciation of the Navy's history, customs, traditions and the significance of a modern Navy within the Department of Defense;
- Build in cadets a sense of patriotism, courage, self-reliance and confidence and thereby mold good moral character and citizenship to the enhancement of the quality of the nation's manpower; and
- Raise the prestige of a military career and increase the advancement potential of cadets who may later elect to serve with the Navy.

Becoming a member of the NSCC is relatively simple. Candidates must be recommended without regard to race, religion, or national origin and be male citizens of the United States. They must have attained their 14th birthday but not their 17th by 1 September of the year in which they enter the Corps. Their Navy SBTB/GCT score must be passing and they must pass a medical examination administered by a DOD medical officer. Their high school principal must recommend them and their parents must approve of their membership.

Once a member of the Corps, the new NSC cadet is trained aboard authorized nonclassified Navy shore establishments, ships and planes. The cadets train as seamen, airmen, and firemen according to the U. S. Naval Reserve training curriculum and also in selected educational disciplines arranged by the Bureau of Naval Personnel. Training is conducted by qualified civilian NSCC officers and Navy instructors. To get ahead in the Corps, cadets must pass the standard BuPers advancement-in-rating examinations which are administered by Navymen. The cadets, during their

SEA CADETS

education, learn about water safety, military bearing, personal hygiene, Navy history and traditions, and receive moral guidance. They are also given presentations explaining civilian and military career opportunities during special career counseling periods.

In addition to the academic discipline, sea cadet recruits (E-1) surface divisions, are authorized to attend two weeks of training at San Diego, Great Lakes or Orlando. Cadets in air squadrons are given two weeks of recruit training aboard certain Naval Reserve air stations.

When cadets in both surface divisions and air squadrons satisfactorily complete the academic and practical factor requirements and their two weeks of recruit training, they are advanced to cadet seaman, fireman apprentice or to airman apprentice (E-2). The firemen take their training aboard Fleet and Reserve ships during school holiday periods and summer months. To qualify for NSCC "sea duty," cadets in surface divisions must have successfully completed NSCC E-3 academic curriculum and pass the BuPers E-3 advancement in rating examination. Cadet air apprentices (E-2) take an additional two weeks of intensive Naval Air Reserve squadron practical factor training.

The Naval Sea Cadet Corps also has exchange training seminars in which cadets are instructed in the procedures of allied navies and receive some practical experience with the Canadian navy. Each summer, outstanding cadets from local units are nominated for an exchange program in which cadets from both the east and west coast are given training at Canadian navy installations in the provinces of New Brunswick and British Columbia. Other sea cadets are designated for two weeks of advanced training seminars in the selective fields of oceanography, seamanship, construction, medical and other specialized fields.

Like regular Navymen sea cadets complete Navy correspondence courses. Through these, cadets who wish to obtain additional training in specialized fields for petty officer ratings are authorized to enroll in nonclassified correspondence courses. This program also benefits sea cadets who want to prepare for Navy

officer courses. These cadets are also encouraged to work closely with their high school counselors in developing a solid college preparatory course of study. Additional briefings for cadets by naval officer program administrators are designed to help outstanding cadets to enroll in the U. S. Naval Academy or in one of the universities sponsoring the NROTC program.

Many officers for the Naval Sea Cadet Corps are unpaid civilian volunteers who meet the moral and leadership criteria established by the Corps and the Bureau of Naval Personnel. They are nominated for NSCC warrant commissions by the chairman of the local sea cadet committee and are approved by the Corps' chairman and the Chief of Naval Personnel. Sea cadet officers wear a distinctive modified Navy uniform with special NSCC markings. Most NSCC officers, of course, are drawn from the ranks of Reserve and retired Navymen (both officers and enlisted) who volunteer services.

Both civilian and military segments of our society realize that the objectives of the Naval Sea Cadet Corps are valuable and the continued support of these communities will be necessary if the Corps continues to flourish as it does now and as it has flourished in the past.

The Sea Cadet Corps offers varied opportunities for Navy juniors. For example, if you're in the Seabees, and are stationed anywhere near Port Hueneme —the "home" of the Seabees—you might pass on the word to your son about the Admiral Ben Moreell Seabee Sea Cadet Battalion. It's the first of its kind in the nation.

As you can see, the cadets' training program shows young men of premilitary age what Navy life is all about and the opportunities the Navy offers to a young man. It stands to reason that the future Navyman who was once a Naval Sea Cadet will become a valuable asset to the Fleet and to his country.

Interested in more information on locations of units? Contact the Executive Director, Naval Sea Cadet Corps, 818 18th Street, N. W., Washington, D. C. 20006, or the Chief of Naval Training, Code N-123, Naval Air Station, Pensacola, Fla. 32508.

TRAINING STEVEDORES

A Navy C-130 cargo aircraft suddenly crashes in a remote cornfield in Maryland. Classified electronic equipment and valuable cargo aboard require special salvage handling.

Eleven thousand miles away in the Indian Ocean a naval communications facility is being constructed. Immediate supervision is needed to offload heavy equipment from merchant ships.

In Naples, Italy, a continent away, a half-million-pound-a-month air terminal is suddenly expected to receive four times that amount.

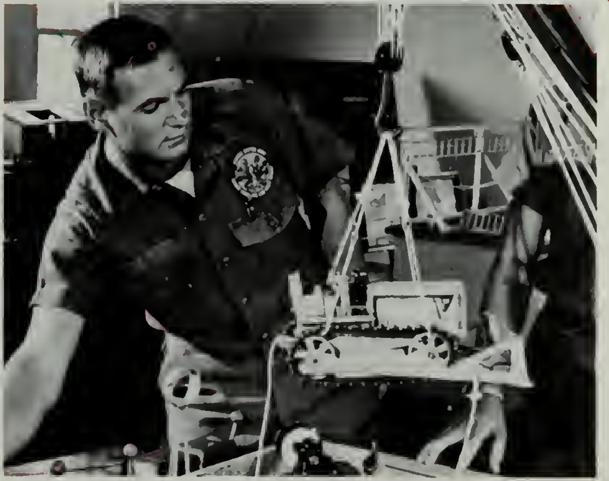
These situations, all true, are typical jobs for the 157-man U. S. Navy Cargo Handling and Port Group at Williamsburg, Va. They provide a variety of worldwide services as the Navy's only "combat stevedores."

"Our main purpose," says Lieutenant Commander Robert L. Rumpf, skipper of the three-year-old command, "is to support amphibious landings, assist shore units in warehousing, study new cargo handling techniques, and provide technical training for ourselves and others."

This specialized training is one of the lesser known capabilities of the unit. Because the Navy Cargo Group requires little notice for worldwide deployment, all of its men, from boatswain's mates to yeomen, must first undergo professional indoctrination and training before being assigned to regular duties.

Cargo handling courses make use of full-scale training models and, for added realism, a 450-foot deactivated commercial cargo ship. Recently, one hold in the ship was converted to simulate a commercial containership as an update to the training.

"We also have a flexible schedule to meet the Fleet's needs," says Lieutenant Dick Elgin. "Because of operating orders and unpredictable in-port time for ships, courses can be restructured for a ship's convenience." Courses taught by eight Navy instructors to classes of up to 25 men are: materials handling (one week)— provides training in the basic technical skills in the operation of cargo handling equipment; basic cargo handling indoctrination (two weeks)—teaches primary shipboard stevedoring; advanced cargo handling (two weeks)—includes the math of cargo handling along with rigging, shiploading and stowage techniques; and winch training (one week)— designed to provide training in electrical cargo winch operation.



These programs are not only offered to the Navy, but also the Army sends men as do the Coast Guard and the Department of Defense. Naval Reserve Cargo Handling Battalions also receive training at Williamsburg.

But the group's training is not limited to Williamsburg. From the North Atlantic to the Pacific, instructors are expanding their training reach. Mobile training teams, composed of boatswain's, machinist's, and electrician's mates, regularly board ships to train and assist in underway replenishment.

—Story by PH1 J. Francavillo
—Photos by Francavillo and PHAA Kilchens

TRB: CRAFTMASTER & CREW

Just below the water surface of the Caribbean Sea, a U. S. Navy submarine skipper gives the order to fire. The submarine fires a MK 45 torpedo.

In the same Caribbean area, on another day, aboard a U. S. Navy destroyer, men plot a target in the ship's combat information center. Orders are given to launch a MK 46.1.

Throughout the year, these scenes are duplicated on the Atlantic Fleet Weapons Range. This training provides valuable experience both for the men who will fire the torpedoes and those who retrieve them.

At 0700 an 85-foot torpedo retriever boat (TRB) gets underway from St. Croix, U. S. Virgin Islands. Boatswain's Mate 1st Class George R. Meade, Craftmaster, and his three-man crew prepare to spend the day retrieving torpedoes fired from USS *Batfish* (SSN 681).

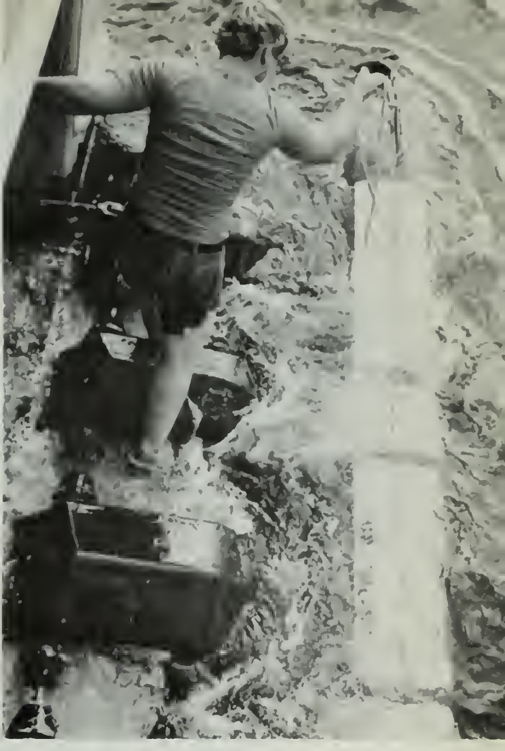
The TRB not only recovers torpedoes, but also acts as a target tow ship. A small, bomb-shaped object is connected to an electrical outlet. It is then towed beneath the ocean surface and transmits sounds that are picked up by the submarine.

Craftmaster Meade receives his course heading and speed for the TRB from the Atlantic Fleet Underwater Test Range officer. He follows these orders until the submarine fires.

The test torpedoes have dummy warheads, and are equipped with signaling devices that transmit signals to Range Control. This information is computed, permitting the torpedo's location to be tracked. Information is then relayed to the TRB, advising the crew where the torpedo is located in relation to the boat.

After receiving this information, the TRB changes its course, with all hands on deck scanning the sea for the torpedo. (Test torpedoes float and are paint-

Facing page: Three crewmembers (top) of the torpedo retriever boat (TRB) on the Atlantic Fleet Weapons Range. BM1 George R. Meade (bottom) heads the operation. Left: Wearing civilian cutoffs and tennis shoes because of the wet work, ENFN Charles Duncan checks a torpedo snare. Right: SMSN William R. Hassenmeyer positions a MK 37 torpedo next to the recovery ramp. Below left: Duncan and Hassenmeyer place the torpedo onto the rollers on the recovery ramp. Below right: EN3 Harold C. Shreve views a beautiful Caribbean sunset after a long day's work on the torpedo retriever boat.



ed a bright orange.) Once the torpedo is sighted, the TRB moves in for recovery.

Charles Duncan, an engineman fireman, has the job of lassoing the torpedo, with a large snare made from a steel cable, 15 feet of rope, and a 10-foot pole. Standing on a special platform at the rear of the TRB, he expertly manipulates the snare and lassoes his fish.

The securing rope is now passed on to William R. Hassenmayer, a signalman seaman. Operating directly below Duncan on the after ramp of the TRB, he pulls the torpedo into a position that allows it to be hooked by the boat's winch. The winch transports it to the upper deck, where it must be tied down.

All this time, Craftmaster Meade has been maneuvering the TRB at the after steering controls. It's an intricate job, because the TRB must get close to the torpedo to permit it to be lassoed, and then must be kept steady while the torpedo is being pulled aboard. A mistake can cause the boat to go over the torpedo and damage it or perhaps even sink it.

After recovery operations are completed, the TRB gets a new range assignment and becomes a target tow ship again. This is repeated over and over—during the day's operations, six torpedoes are recovered.

It's a full day. Some 10 hours later, Craftmaster Meade and his crew head back for St. Croix. Tomorrow the TRB will transport the six torpedoes 60 miles to the U. S. Naval Station Roosevelt Roads, Puerto Rico. There they will be unloaded and returned to the Atlantic Fleet Weapons Range Torpedo Shop for a check—and repairs, if necessary.

Says Meade, "To me it is a great feeling to be in charge of my own boat. Away from my home base, I'm in charge. I'd have to say this is the best job I've had in the Navy."

Meade's crew agree that this is choice duty. The four men involved all feel that they are accomplishing something on their own, which provides them with the satisfaction of a job well done.

—Photos by PHC C. L. Bassi

JOHNNY ON THE SPOT

Lieutenant (jg) John Schrot has a different kind of assignment, one you probably wouldn't spot in a lifetime of the usual Navy career pattern.

"When people ask me what I'm doing and I tell them I'm at Naval Gunfire, they get this questioning look on their faces. 'What's that?' they want to know."

"It's the common reaction," says the officer in charge of the Naval Gunfire School at Subic Bay in the Republic of the Philippines.

Naval Gunfire is something of a misnomer. On one hand, naval gunfire is the actual firing of the gun. On the other hand, a Naval Gunfire spotter directs naval gunfire from a ship to a target and, when necessary, in support of troops. Both are lumped under the term of Naval Gunfire.

Basically, there are two types of naval gunfire spotters: airborne spotters (called air observers) and ground spotters. "The air spotters can cover a much larger area of observation and are not hampered by terrain features blocking their line of sight," says his assistant, Marine Gunnery Sergeant William Fritter.

Above left: LTJG John Schrot communicates with a firing ship from a hilltop observation post. Above right: Teamwork is essential as LTJG Schrot and Marine SGT Glenn Jeans handle observations. Left: Shells fired from the big shipboard guns (below) hit predetermined targets along the Philippine coastline. Below: Marine ground spotters can quickly adjust falling rounds onto the target by relaying information by way of field radios.

"The ground spotter, however, has the advantage of being closer to the target and therefore it is more difficult for the enemy to conceal himself."

The airborne spotter simply flies over an appointed area, spies his target and initiates the gunfire mission over his radio. The ground spotter normally accompanies an infantry unit and calls for fire to support that unit.

The peacetime mission of Naval Gunfire is to maintain a status of readiness through training exercises and classroom instruction for the Navy's ships and the men who direct the weapons. "We have to be ready for any eventuality," according to LTJG Schrot. "The key is flexibility."

During times of conflict, the general mission of Naval Gunfire Support, in conjunction with other arms, is to destroy or neutralize enemy forces. These enemy forces pose a threat to approach of ships and/or aircraft into the objective area. They also oppose the landing and hinder the advance of allied troops in an amphibious landing on enemy-occupied ground. This concept seems to be in direct conflict with long-established notions that naval guns are used specifically against enemy ships. As long ago as World War I the emphasis on the use of naval guns was turning from use against ships to that of bombarding shore targets and supporting troops.

Depending upon experience, a course of instruction in Naval Gunfire can be as long as seven weeks and as short as two weeks. The longer course is designed for inexperienced personnel, while the shorter consists of review to reinforce learned skills.

"Course material is nothing more than basic, general military subjects," Gunny Fritter says. These subjects, such as map reading, communications and Naval Gunfire, are studied in great detail. Two schools in the United States—one in Little Creek, Va., and another in Coronado, Calif.—provide specialized comprehensive training for the prospective spotter.

A device called the "puff board" is used in simulating spotting of naval gunfire. The "puff board" is nothing more than a scale model of a coastal land mass. Complete with hills and valleys, trees, streams, and populated and beach areas, this miniature terrain board represents an area of land that a student might encounter during an actual mission. The board is also used to instruct students on calling in air strikes.

Operated electrically and divided into map grid squares, this miniature board puffs smoke when a "hit" is recorded, thus enabling a student to see the location of his hit in relation to the target and to correct his adjustment of fire onto that target. The student also learns to identify different types of field communications gear. Whereas one piece of equipment is used to talk to a ship, another is used specifically to talk to an aircraft. Deviation from established radio procedures could mean compromising a mission and possible capture by the enemy.

Concerning communications, a student must know how to call a ship and then use the established "call for fire" over the radio. The "call for fire" encompasses two distinct steps. As stated previously, the spotter must properly alert the ship of an impending fire mission. Once the fire mission has started, the spotter must adjust the falling rounds onto the target quickly and accurately. This is called the adjustment of fire.

"Experience, to me, is the best teacher," Gunny Fritter says. "You can go through schools and spend many, many hours on the 'puff board,' but unless you actually get out and fire live rounds, you really don't get the total feel for Naval Gunfire. You just don't get enough practice."

Practical experience in this case is called a FIREX. A FIREX is a graded field exercise when a novice spotter is taken out to a firing range and allowed to call in fire from a ship to a practice target. This not only gives him practice in giving the call for and adjustment of fire, but also it affords the chance to practice communication and employ his skill in locating targets on his relief map with a compass.

A ship and its guns are highly mobile, accurate and devastating weapons. Naval guns have a high muzzle velocity and a rapid rate of fire. "Man, I had 10 rounds on the way before I knew what was happening," said former instructor Staff Sergeant Terry Taylor, speaking of the new 5-in/54-caliber gun after a mission over the U-Minh Forest in the Mekong Delta just before the Vietnam ceasefire.

Due to budget and manpower considerations, the number of exercises has been reduced, leading to fewer qualified personnel. The teamwork suffers under these conditions, too. "Once-a-year qualification is simply not enough," LTJG Schrot says.

The team members are a pretty closely knit group. The Navy and Marine Corps work as a team—one as important as the other. Devotion to duty and camaraderie run high. "There is no room for one-upmanship here," says Marine Sergeant Glenn Jeans. "We work as a team."

It is generally accepted that people involved with naval gunfire are a pretty select group. "Not just anybody can be a spotter," Gunny Jeans says. "You not only have to know how to spot, but have to see 'the big picture.' You have to know when the tactical situation is changing and why. A mistake could be very costly."

Except for stateside duty, men who work with Naval Gunfire serve unaccompanied tours in places like Subic Bay and Okinawa. It's a lonely business and one never seems to get used to it. And now, with the advent of vertical envelopment tactics, missiles, and close air support, "We might just find ourselves out of a job," Gunny Fritter says.

The future may not be all that foreboding, however. "Everyone said after World War II that naval guns were a thing of the past," LTJG Schrot says, "then look at what happened in Vietnam. They even brought the battleship *New Jersey* with her 16-inch guns out of mothballs. The Navy is now testing lightweight, 8-inch guns. I don't think they are on their way out at all."

—Story by LTJG John Young
—Photos by PH1 E. George Norris

- NEW INSIGNIA TO BE DESIGNED FOR THOSE QUALIFYING AS SWOs

The Secretary of the Navy has approved the development of a special insignia for officers qualified or who will qualify for the surface warfare officer (SWO) 1110 or 1115 designator. Officers can qualify for the designator on the basis of new comprehensive standards developed by the Atlantic and Pacific fleet commanders. Specifics are contained in BuPers Manual article 1410270. The new insignia will be worn in the same manner as aviators' wings or submariners' dolphins. Design possibilities for the device itself are currently being studied; the pin, therefore, will not be available for quite some time.

- SANCTUARY TO MAKE NAVY SPECIAL CRUISE WITH MIXED CREW

USS Sanctuary (AH 17), the Navy's only commissioned ship to include women in her crew members, has deployed from Alameda, Calif., on a special

NEW BASIC PAY SCALE

(including increase effective 1 OCT 1973)

		Under 2 Yrs	Over 2 Yrs	Over 3 Yrs	Over 4 Yrs	Over 6 Yrs	Over 8 Yrs
0-10	Admiral	$2564.10	$2654.40	$2654.40	$2654.40	$2654.40	$2756.10
0-9	Vice Admiral	2272.50	2332.50	2382.00	2382.00	2382.00	2442.30
0-8	Rear Admiral (Upper Half)	2058.30	2120.10	2170.50	2170.50	2170.50	2332.50
0-7	Rear Admiral (Lower Half)	1710.00	1827.00	1827.00	1827.00	1908.30	1908.30
0-6	Captain	1267.20	1393.20	1483.80	1483.80	1483.80	1483.80
0-5	Commander	1013.70	1191.00	1272.90	1272.90	1272.90	1272.90
0-4	Lieutenant Commander	855.00	1040.40	1110.60	1110.60	1130.40	1180.80
0-3	Lieutenant	794.40	888.00	948.90	1050.30	1100.40	1140.00
0-2	Lieutenant (Junior Grade)	692.40	756.60	908.70	939.00	958.80	958.80
0-1	Ensign	600.90	625.80	756.60	756.60	756.60	756.60
0-3	Credited with over 4	....			1050.30	1100.40	1140.00
0-2	yrs' active service as	....			939.00	958.80	989.10
0-1	enlisted members	....			756.60	807.60	837.90
W-4	Chief Warrant Officer	809.10	867.90	867.90	888.00	928.00	969.30
W-3	Chief Warrant Officer	735.90	798.00	798.00	807.60	817.50	877.50
W-2	Chief Warrant Officer	644.10	696.60	696.60	717.00	756.60	798.00
W-1	Warrant Officer	536.70	615.60	615.60	666.60	696.60	726.90
E-9	Master Chief Petty Officer	....					
E-8	Senior Chief Petty Officer	....					771.30
E-7	Chief Petty Officer	538.50	581.10	602.70	623.70	645.30	665.70
E-6	Petty Officer 1st Class	465.00	507.30	528.30	550.20	571.20	592.20
E-5	Petty Officer 2nd Class	408.30	444.60	465.90	486.30	518.10	539.10
E-4	Petty Officer 3rd Class	392.70	414.60	438.60	473.10	491.70	491.70
E-3	Seaman, Etc.	377.70	398.40	414.30	430.50	430.50	430.50
E-2	Seaman Apprentice, Etc.	363.30	363.30	363.30	363.30	363.30	363.30
E-1	Seaman Recruit, Etc.	326.10	326.10	326.10	326.10	326.10	326.10

goodwill mission to Buenaventura, Colombia, and Port Au Prince, Haiti. The ship's medical facilities will be made available to the people of those countries. Additionally, a 13-man Seabee team is embarked to provide technical assistance to local people in public works projects. Sanctuary will end the cruise in mid-December when she arrives at her new homeport--Mayport, Fla.

- FROCKING FOR E-7, E-8, E-9 SELECTEES CONTINUES

The Chief of Naval Operations has ordered a continuation of the "frocking" program for E-7, E-8,and E-9 selectees. This order applies to those selected by the March 1973 board for E-8s and E-9s, the January 1973 (inactive Reserve) and February 1973 (active duty) advancement examination, and the January 1973 meritorious advancement board for E-7s. "Frocking" is a command voluntary process allowing persons selected for a higher rate to wear the

Over 10 Yrs	Over 12 Yrs	Over 14 Yrs	Over 16 Yrs	Over 18 Yrs	Over 20 Yrs	Over 22 Yrs	Over 26 Yrs	Over 30 Yrs
$2756.10	$2967.30	$2967.30	$3000.00	$3000.00	$3000.00	$3000.00	$3000.00	$3000.00
2442.30	2543.70	2543.70	2756.10	2756.10	2967.30	2967.30	2967.30	3000.00
2332.50	2442.30	2442.30	2543.70	2654.40	2756.10	2866.80	2866.80	2866.80
2019.30	2019.30	2120.10	2332.50	2492.70	2492.70	2492.70	2492.70	2492.70
1483.80	1483.80	1534.20	1776.90	1867.80	1908.30	2019.30	2189.70	2189.70
1311.90	1381.80	1474.20	1584.60	1675.80	1725.90	1786.80	1786.80	1786.80
1260.90	1332.30	1393.20	1453.80	1494.00	1494.00	1494.00	1494.00	1494.00
1201.20	1260.90	1291.80	1291.80	1291.80	1291.80	1291.80	1291.80	1291.80
958.80	958.80	958.80	958.80	958.80	958.80	958.80	958.80	958.80
756.60	756.60	756.60	756.60	756.60	756.60	756.60	756.60	756.60
1201.20	1260.90	1311.90	1311.90	1311.90	1311.90	1311.90	1311.90	1311.90
1040.40	1080.60	1110.60	1110.60	1110.60	1110.60	1110.60	1110.60	1110.60
867.90	898.50	939.00	939.00	939.00	939.00	939.00	939.00	939.00
1009.50	1080.60	1130.40	1170.60	1201.20	1241.10	1282.20	1381.80	1381.80
928.50	958.80	989.10	1018.80	1050.30	1090.50	1130.40	1170.60	1170.60
828.00	858.00	888.00	918.90	948.90	979.20	1018.80	1018.80	1018.80
756.60	787.50	817.50	847.80	877.50	908.70	908.70	908.70	908.70
919.20	940.20	961.50	983.70	1005.30	1025.10	1079.10	1183.80	1183.80
792.90	813.90	835.20	856.80	877.20	898.80	951.30	1057.50	1057.50
686.70	708.30	740.40	761.10	782.40	792.90	846.00	951.30	951.30
613.50	645.30	665.70	686.70	697.50	697.50	697.50	697.50	697.50
560.70	581.10	592.20	592.20	592.20	592.20	592.20	592.20	592.20
491.70	491.70	491.70	491.70	491.70	491.70	491.70	491.70	491.70
430.50	430.50	430.50	430.50	430.50	430.50	430.50	430.50	430.50
363.30	363.30	363.30	363.30	363.30	363.30	363.30	363.30	363.30
326.10	326.10	326.10	326.10	326.10	326.10	326.10	326.10	326.10

uniforms and enjoy the privileges of that rate without increase in salary.

- CANDIDATES FOR CPO

In the MCPON column published in the September 1973 issue of ALL HANDS the Master Chief Petty Officer of the Navy discussed selection board proceedings for advancement to E-7. The report contains the following statement: "As currently planned, only the top 50 per cent of those who pass the written examination will actually be considered for advancement by the board." This sentence should read: "Actual policy will be for the board to review for selection the top 50 per cent of all who take the written examination".

- CONVERSION TO NEW PAY SYSTEM ON REVISED SCHEDULE

In line with a new schedule, all enlisted leave records are expected to be converted to the new Joint Uniform Military Pay System (JUMPS) by 1 Dec 73. The Navy JUMPS was developed to provide centralized computation and maintenance of pay and leave accounts, monthly notification of leave and pay due each member and for the collection and reporting of valid and current military pay related data.

- NAVY EQUAL OPPORTUNITY MANUAL PUBLISHED

The Navy has issued a formal instruction which spells out what actions a member of the Navy can take if he or she feels discriminated against when trying to secure housing in the civilian community, and what actions the Navy will take when one of its people files a complaint about the discrimination. The off-base housing discrimination provisions are part of the new manual which prescribes the policies and procedures to be followed to ensure fair treatment in all aspects of Navy life. The manual, published as OpNav Instruction 5350.1, is being distributed to all commands.

Equal opportunity was also the subject of a special Navy conference held in Washington in September. The conference brought together the commanding officers of some thirty major Navy bases and shore installations and representatives of the Naval District Commandants to discuss in particular off-base housing. The meeting included representatives of the Department of Housing & Urban Development (HUD) and Department of Justice.

- ADMIRAL ZUMWALT RECEIVES 34TH DORIE MILLER AWARD

Admiral Elmo R. Zumwalt Jr., Chief of Naval Operations, has been awarded the 34th annual Dorie Miller Award in recognition of the equal opportunity programs the Navy has developed since he has been CNO. The award is presented by the Dorie Miller Foundation, which was established in 1943 to honor Miller, a black sailor who won the Navy Cross for heroism during the battle at Pearl Harbor. ADM Zumwalt said he accepted the award "in the name of all those who have made it possible for the Navy to make great progress with regard to integration at all levels and removal of all elements of discrimination."

- BUMED AND ONR SPONSOR EXTENSIVE SHIPBOARD LIFE STUDY

More than 20 ships and 7000 people are involved in an extensive study of life aboard Navy ships. The study, sponsored by the Office of Naval Research and the Bureau of Medicine and Surgery, is aimed at firsthand analysis of the effects of various shipboard conditions on health, morale and crew effectiveness. Findings of this three-year study will be used in personnel training programs, forecasting and prevention of drug abuse, health care delivery, possible changes in leadership structure, selection and assignment, and the design of work and recreation areas.

- NEW RULES TIGHTENED FOR OFFICER AUGMENTATION REQUESTS

The Bureau of Naval Personnel has announced that Reserve unrestricted line officers requesting augmentation into the Regular Navy must complete at least 12 months of active duty service before submitting applications. This action has been taken to assure that those applying have adequate operational experience before they augment. Duty under instruction does not count toward this 12-month period. Further information about augmentation can be found in article 1020120 of the BuPers Manual.

- NEW SYSTEM DESIGNED TO PROVIDE ENVIRONMENTAL INFORMATION

The Navy has set up an Environmental Protection Data Base program designed to gather, analyze and make available to Navy commands environmental protection information. The single, centralized data base will support ships, aircraft and shore installations in efforts to meet goals of the Navy's environmental quality program. Data is expected to be collected on pollutants of all kinds, including oil, sewage--solid, chemical and industrial wastes--combustion products and noise as all affect the environment.

- MIDWAY ACHIEVES P.U.C. FOR VIETNAM EFFORT

USS Midway (CVA 41) has been awarded the Presidential Unit Citation for "extraordinary heroism and outstanding performance of duty in action against enemy forces in Southeast Asia" from 30 Apr 1972 to 9 Feb 1973. The citation further states that Midway, along with Carrier Air Wing Five, "played a significant role in lifting the prolonged sieges at An Loc, Kontum, and Quang Tri, and in carrying out the concentrated aerial strikes against the enemy's industrial heartland which eventually resulted in a cease fire."

- CNT NOW CNET, REFLECTS NEW OFFICE FUNCTIONS

The title of the Chief of Naval Training has been changed to Chief of Naval Education and Training, denoting the expansion of the responsibilities of the office. The word "education" has been added to the title to show that CNET heads all the Navy's education and training programs, except medical and some afloat fleet training. In addition to his responsibility for the NROTC, NJROTC, postgraduate education and dependents' education programs, CNET has responsibility for the new "Navy Campus for Achievement" program.

- GOT AN OLD UNIFORM? GIVE IT TO THE SEA CADETS

Navymen E-6 and below who wish to rid themselves of their old uniforms may donate them to the Naval Sea Cadet Corps. To do so, contact the nearest Naval Reserve Center, Air Reserve Activity or Navy recruiter.

from the desk of the Master Chief Petty Officer of the Navy

'New Evaluation Report'

MCPON JOHN D. WHITTET

Beginning this month, 1st and 2nd class petty officers have a new performance evaluation report. The new "eval" (NavPers 1616/18) together with its accompanying instruction (BuPersNote 1616 of 16 Aug 1973) replaces the old NavPers 792 performance evaluation system.

Having sat on the meritorious promotion board and the master and senior chief petty officer selection boards for the past three years, I realize how badly we needed a change in our 1st and 2nd class evaluation procedures. Marking trends on the old 792 form were so inflated that it was difficult to differentiate between mediocre and truly outstanding performance, particularly in the higher pay grades. Almost 90 per cent of our master chief petty officers had 4.0 averages.

Moreover, the old evaluation report did not provide an opportunity to analyze fully important individual characteristics such as individual productivity and equal opportunity achievement. By contrast, the new "eval" has a total of 11 different performance categories.

Grading is accomplished by the use of a three-letter code which replaces the familiar 4.0 scale. With the cooperation of reporting seniors, the new evaluation report is designed to shift the average performance mark back to the center of the spectrum where it belongs. Its special format suggests, but does not necessarily require, the ideal "bell shaped" marking distribution curve. It also is designed to reduce the tendency raters often have to compare an individual with the whole Navy rather than his or her particular rate group contemporaries.

Patterned after the optical character recognition (OCR) evaluation reports for master, senior and chief petty officers, the new 1st and 2nd class "eval" is compatible with computer and data storage systems here in BuPers. This permits more timely application of data and virtually eliminates the need for manual computations such as the need to compute performance averages for advancement and reenlistment purposes. Having OCR computer capability also gives individual commands a direct input to detailers. Individual performance marks are included in enlisted assignment documents and detailers can "ask the computer" for advice on assignments.

Furthermore, with the new automated form, we now have the capability to evaluate the evaluator by monitoring marking habits. Statistical reports, which show command marking practices, are prepared for each command and, if necessary, by social security number on individual reporting seniors. This information is then provided to various selection boards. This fact should be reassuring to those who feel victimized by the peculiar habits of individual reporting seniors.

Admittedly, as an OCR form, the new report requires meticulous preparation, but to help offset this disadvantage, 1st and 2nd class petty officers will be evaluated annually rather than semiannually—a step which should not be detrimental because of the increased effectiveness of the new form. Most of the new form can be completed with a regular typewriter. The new worksheet (NavPers 1616/18W) should also have a simplifying effect.

A great deal of analysis and testing has gone into the development of the new 1st and 2nd class "eval." During last year's MCPOF/MCPOC conference held here in Washington, D. C., the delegates were thoroughly briefed on the subject and they recommended a number of changes which were incorporated into the form.

I have reviewed the new evaluation form in detail and I heartily endorse it. I recommend to all supervisors and senior petty officers that you build a general military training session around BuPersNote 1616 of 16 Aug 1973 and educate your men and women on the advantages and the necessity of this new evaluation.

In the long run, it is going to be much better than the old system. It will go a long way towards insuring the reenlistment of only the very best and the selection of the most qualified for special programs, particular billets and advancement in rate—as well as giving a more accurate record of individual performance.

PRISE PROGRAM: A SECOND CHANCE

Some Navy career men and women keep in touch with former shipmates who decided to accept a discharge and venture elsewhere, and only too often there are a few who wish today they had decided otherwise and perhaps made the Navy their career.

If you know of such an individual, next time you get in touch, tell him about the Navy's new PRISE Program. Basically, it's a pilot program through which the Navy is offering certain naval veterans an opportunity to reenlist in the regular Navy for four, five or six years under broken service conditions with the bonus of selecting choice of sea duty—ship, port, coast and country.

There's more.

Applicants reenlisting for six years have the additional option of selecting an initial tour of shore duty in the geographic area of their choice.

All applicants must agree to be ready to reenlist within 48 hours upon being notified that a billet matching their preference is available.

How can your friend qualify?

To begin with, the navy veteran must have been separated from active duty for more than three months, but not more than four years. Furthermore, he must be eligible to reenlist as a petty officer or designated striker and must have a reenlistment code RE-R1 or RE-1 (he should have been informed of his code status when separated). Here's an additional important factor: he must also be reenlisting in a rating and paygrade CREO category A or B of the current Open Rates/Skills list. Up-to-date information on the list is available at Navy recruiting offices.

Another new reenlistment option is the PRISE II—Second Chance—Program. The PRISE II Program is essentially an extension of the Navy's School Guarantee Program to broken service former Navy reenlistees or enlistees from other military services. Those signing up under PRISE II enter at paygrade E-3 and attend Class "A" school in a rating other than that held during their last period of active duty.

The PRISE programs are an attempt to offer a broad package of reenlistment incentives to both Navy and other armed service veterans, as the Navy continues to seek highly qualified individuals to man its highly sophisticated, complex ships and installations.

New Military Exchange Opens in Pearl; Complex Has Two Acres of Sales Area

If you're about to begin a tour in Hawaii, you shouldn't have to look too far to find the new military exchange that just opened up in Pearl Harbor. The new complex has two full acres of sales area and a parking lot that can hold over 1400 cars.

Built at a cost of $2.3 million, the exchange is stocked with six million dollars worth of goods. It is the world's largest single-floor military exchange and is located on Plantation Drive.

The new structure consolidates parts of both the Submarine Base and Naval Station exchanges, those parts now being used for "ship's stores" facilities.

Double Sea Duty Credit Is Among Many Benefits for Antarctic Program Volunteers

Volunteers for the 1974-75 U. S. Antarctic Program—Operation Deep Freeze—should submit their applications in time to reach the Chief of Naval Personnel (Pers 5021) by 1 Dec 1973. It's a unique assignment, rich in benefits and opportunities, and the Navy now needs a wide range of skilled people to do the job down on the bottom of the earth.

As outlined in BuPersNote 1300 of 16 Aug 1973, serving with Operation Deep Freeze will get you double sea duty credit; a seven-day R&R period in Christchurch, N. Z.; wherever possible, dependents may remain in Navy housing in CONUS in which they reside when you leave. When the job is done and you're eligible for sea duty, you are guaranteed your choice of coast. If you're going ashore, you'll be guaranteed one of two naval districts of your choice.

That's not all. If you're going to sea by the time Deep Freeze is over, you won't be assigned to a unit scheduled for other than local operations within three months of your reporting date. While you're in Antarctica, you will be eligible to participate in the Program for Afloat College Education (PACE) and may enroll in up to six accredited undergraduate college-level courses. You may also participate in the Savings Deposit Program, earning 10 per cent annually.

Officers needed for Deep Freeze include: 11XX/13XX CDR (CO DET ALFA/OIC McMurdo); 11OX LT/LTJG (XO/Pers/Admin/Comm); 21OX LCDR/LT (including flight surgeon—previous surgical experience and prior active duty desirable); 31OX/37OX LT/LTJG (Supply/disb); 41OX LT; 51OX LT/LTJG (OIC Inland Station; 849X CWO2/3 (Public works).

Petty officers from almost all paygrades of the following enlisted ratings are needed. In addition, NECs are listed beside some of the ratings to designate some of the specific needs of the wintering-over party: AC, AG (7412, 7414), BU, CE, CM, CS ("B" school grad), HT, DK, EA, EM, EO, ET/ETN (1525, 1527, 1577, 1581), HM (8417, 8424, 8425, 8483), MR, PC, PN, RM (2304, 2342), SK (2815), SH (3112, 3122, 3142, 3154), SW, UT, YN (2516).

Applicants must have been at their present duty stations for two years if at sea and one year on board any other duty station, be obligated for service until December 1975, and have maintained a record reflecting sound moral character and professional dedication. All candidates must meet rigidly enforced physical standards.

Hellenic Holiday

Athens—beauty, history, culture. But above all, it's fun, especially for the Navy man and woman visiting Greece. Peaceful seascapes, stunning sunsets over ancient ruins, and a modern cosmopolitan city, all blend together to offer something for everyone's interests.

When Dinah Richmond, a personnelman 3rd class, and Dean Sellers, an aviation structural mechanic airman, were temporarily assigned to Athens from Rota, Spain, they spent many of their off-duty days and hours touring the city. But, to really know Athens, "You've got to get out and mix with the people," Dinah said.

Within walking distance from the center of Athens, one can explore the Acropolis with its famous Parthenon and look out over the city from the Monument of Philopapas. Directly below the Acropolis is Plaka, the old city of Athens. Here in the narrow alleys and twisting byways the adventuresome can find tiny antique shops, typical Greek taverns and out-of-the-way restaurants. Bouzouki music is played into the early morning hours.

Downtown, the two travelers suggested visiting the ruins of the Temple of Zeus, the Syndagma Square, and seeing the changing of the guard at the Unknown Warrior's Tomb on the grounds of the Parliament Building. Only minutes from downtown, they found coves and beaches, where one can swim in the calm waters at any time during the long summer months.

For the culture seeker, Greek dramas are presented annually in the ancient amphitheater of Herodes Atticus. On alternate evenings there are concerts of classical music performed by world-famous orchestras led by internationally recognized conductors. In other theaters nearby, performances of traditional Greek folk dances, classical ballet and modern interpretive dances take place throughout the year. Theaters and movie houses in Athens also offer current American films, plus European films which are rarely distributed to American theaters.

Beyond the city, Dinah and Dean have found that Athens is a good starting point for many fascinating and inexpensive tours. More than half a dozen agencies offer bookings on bus and ferry tours to the Greek Drama Festival Epidavros, the ancient cities of Mysenae, Corinth and Delphi and the islands of the Ionian and Aegean Seas.

"All one needs to travel in and around Athens," Dinah says, "is a spirit of adventure, an open mind, and a Greek phrase book."

AMAN Dean Sellers and PN3 Dinah Richmond visit the ruins of the Acropolis (left and below) and tour downtown Athens including the Tomb of the Unknown Warrior (below, right).

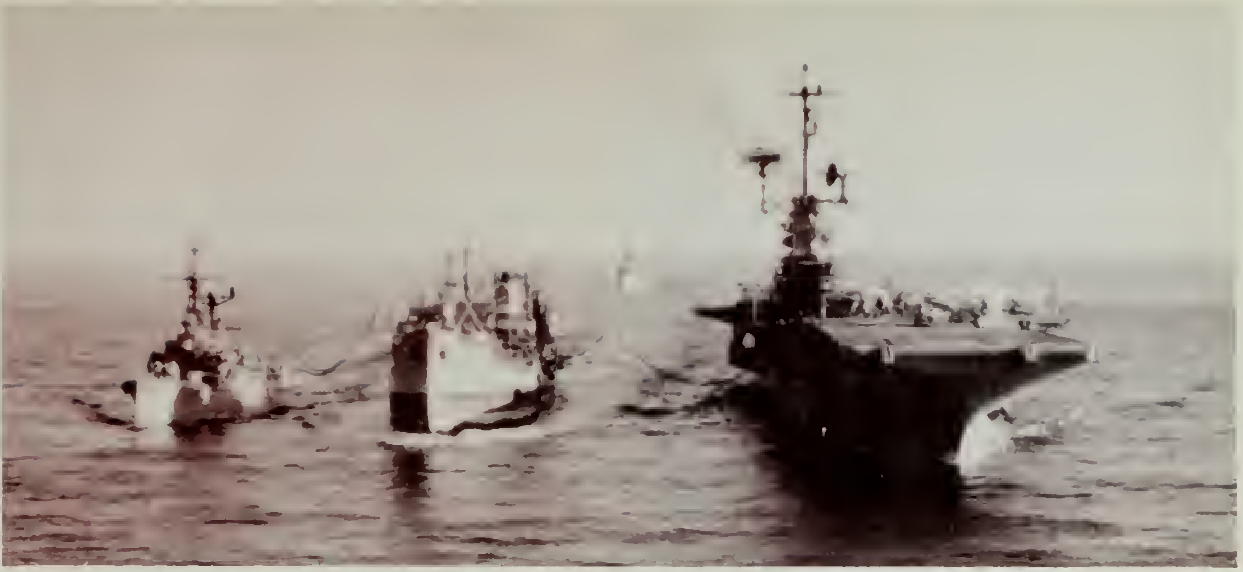
Happy 30th Anniversary

USS ASHTABULA (AO-51)

Few ships of the U. S. Navy can boast of passing 30 years' continuous service to the fleet, but USS *Ashtabula* (AO 51), still going strong in 1973, recently celebrated this anniversary. At a cake-cutting ceremony held onboard for all hands, Captain R. A. Dickins, *Ashtabula's* commanding officer, read a message from Admiral E. R. Zumwalt, Jr., Chief of Naval Operations, praising *Ashtabula's* vital support to the Fleet and expressing the fact that she ". . . has always responded to the Navy's needs with energy and ingenuity."

Captain R. A. Bowling, ComServGru ONE, presiding over the cutting of a special cake, expressed his pride in *Ashtabula's* long history of service to the Fleet.

Originally commissioned on 7 Aug 1943, the fleet oiler *Ashtabula*, affectionately known as the Flying "A" or "Bula," is the first ship of the fleet named in honor of the Ashtabula River which runs through northern Ohio, and also honors the city of Ashtabula, Ohio. The "old" *Ashtabula* plied the waters of the Pacific for over a quarter of a century, winning 15 battle ribbons in World War II, the Korean conflict and the Vietnam hostilities. A highlight of her World War II service occurred during the battle of Leyte Gulf in the Philippines. The ship was torpedoed, and miraculously no personnel were injured or fires resulted. Despite a hole 34 by 24 feet in her port side, through superb damage control efforts, *Ashtabula*

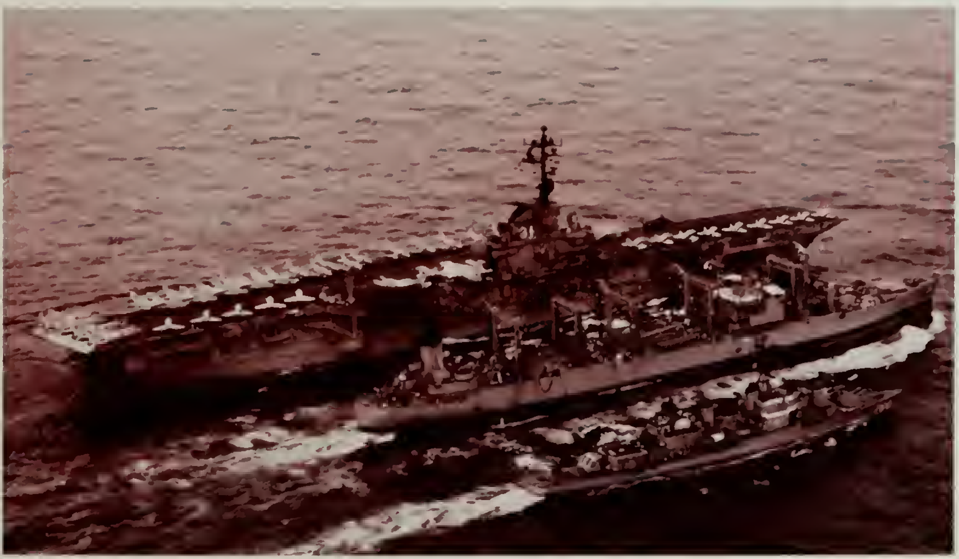


corrected a 14-degree list and continued operations —and the very next day shot down an enemy plane returning for the "kill"!

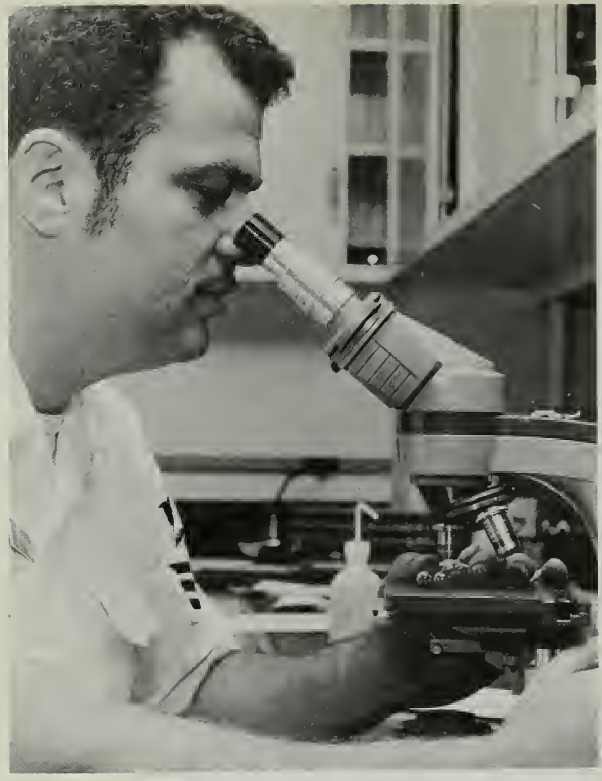
The "old" *Ashtabula* became the "new" *Ashtabula* at the start of her second quarter-century of service as the first and only ship of her type in the Pacific Fleet. During conversion in March 1968, a 400-foot midsection, built entirely new from keel to radar antenna, was inserted and welded between the original bow and stern, replacing the old 310-foot midsection. Her liquid cargo capacity was increased to well over 6.5 million gallons. The ship's capability to carry dry, frozen or ship's store provisions and ammunition was added, and four STREAM cargo transfer stations were installed. These and other features make *Ashtabula* virtually a new ship whose multiproduct capabilities are invaluable to today's Fleet. Since her conversion, *Ashtabula* has completed three WestPac cruises, her most recent being a 10-month extended deployment during which she replenished over 380 ships.

After a prolonged yard period during the fall of 1972, in which her fireroom was converted to accommodate the burning of naval distillate fuel, *Ashtabula* resumed her duties in the eastern Pacific. She provided services to a task unit of destroyers making the long transit from Southeast Asia to their home port on the Atlantic Coast. In addition, *Ashtabula* had the honor of providing UNREP services to USS *Sanctuary*, the first such services to be provided to a United States Navy ship with a "coed" crew.

After providing replenishment services throughout August in the eastern Pacific, *Ashtabula* will once again be deploying to WestPac where she will continue to add to her already proud history of service to the Fleet.



Above: The "old" Ashtabula (AO 15) during underway replenishment services prior to her 1968 jumboization. Left: Ashtabula providing underway replenishment services to USS Bon Homme Richard (CVA 31) and USS Thomason (DD 760).



Top: HM1 John Soucier uses the microscope in cross-matching blood. Above: HM2 Michael Evers in the process of blood fraction production.

Make an investment to be proud of - at the Navy

BLOOD BANK

As valuable and useful as whole blood is, it can be considered a national resource just as are the nation's supplies of grain, lumber and oil. Each of these supplies are unrefined when obtained, and must be processed to be used. Blood, too, must be processed to achieve its full usefulness—and as with any commodity it must be constantly replenished.

To accomplish this, most naval hospitals have their own blood banks, with an accompanying blood donor center. The smaller naval hospitals rely to a great extent on the larger naval hospitals to provide them the necessary blood supplies. With more communication and cooperation between hospitals today, it is proving to be more economical to exchange blood as needed between other military hospitals so that the blood needs are met.

Let's take a look at the internal working of one of the blood banks in a Navy community, for example the one in operation at Naval Hospital, Memphis.

To help accomplish its job, it relies on donors, with donations taken on a regular basis. As the blood bank must assist in meeting the needs of military personnel and their dependents, donors are frequently sought from the various Naval Air Technical Training Center schools at Memphis, depending upon the blood type needed. Approximately 80 units are collected each week.

While the needs of local military personnel and dependents are of prime importance, the usefulness of blood does not stop there. The whole community benefits. But there is a great deal more to it than the donating and storing of blood.

After the last donor has been seen, the work of the blood bank personnel has just begun. Each unit of blood must be tested to determine the ABO group, Rh factor, presence of rare antibodies, and absence of hepatitis or other infectious diseases.

Timeliness is of utmost importance in processing blood, the shelf life of whole blood being 21 days. Most blood that is collected within Navy is "fractionated" into several components to be used in treatment of more than one patient. This is accomplished through a process whereby the more dense red blood cells and other material are separated from the remainder of the blood through rapid spinning in a refrigerated centrifuge.

The first component removed from the blood is platelets. These are fragile microscopic elements which are a vital part of the clotting mechanism in "normal" individuals.

A deficiency or absence of platelets is a characteristic of leukemia. The naval hospital blood bank prepares approximately 25 units of platelets each week —to be used at a children's research hospital in Memphis in the treatment of leukemia patients.

Next, after platelets are removed, the remaining plasma is rapidly frozen to minus 85° C., then slowly thawed at 4° C. This process allows the recovery of another important blood element.

This element contains the blood clotting factor—Factor VIII—which "bleeders," or hemophiliacs, are lacking, thus causing them to bleed easily. At present the naval hospital is treating a small number of military dependent hemophiliacs with 200 units of Factor VIII a month. With this treatment, these individuals are able to live "normally."

Removal of platelets and Factor VIII does not affect the usefulness of blood, as they dissipate quickly if not taken out of the fresh blood soon after its collection.

Some of the blood is then banked at Naval Hospital, Memphis, to meet the needs of dependents and active duty personnel. Other blood units are shipped to naval hospitals that have a need for a particular blood type. And some units are shipped to the Naval Blood Research Laboratory, Boston, Mass., where they will be frozen and preserved for several years to study the effects of ultra-low temperatures on the red blood cells, with the hope that better methods of handling blood will be discovered.

Because of the time factor, it is almost impossible to utilize every unit that is initially earmarked for blood transfusions. But the few units that become outdated (over 21 days) on the refrigerator shelf are not wasted. The plasma which is the fluid portion of the blood is aseptically removed and shipped to companies for processing into gammaglobulin and other blood derivatives for treatment of shock and burn victims, among other uses.

It can be readily seen that each unit of donated blood at a naval hospital serves many purposes and many people. Also—because it cannot be stored for a great period of time.—it must be constantly replenished by voluntary donors on a scheduled basis. This allows the blood bank personnel to manage maximally the blood available to them and ensure that most of it is transfused to patients as the donor intended.

Naval Hospital, Memphis, is just one of 38 naval hospitals with a blood bank that uses blood every day and needs to have it constantly replaced. Blood cannot be assigned a value in the way that other commodities are evaluated. As a national resource its worth can be judged only when it is needed—then it is invaluable.

—Story by JO3 Jan Wood
—Photos by Richard Ramsey

Top: During screening procedure, a sample of blood is tested for hemoglobin content. Above: HM2 Mario Lopez in the preparation of the anti-hemophilia element.

TACRON IN RESERVE

The knowledgeable Navyman of today is well aware of the vital contribution made by the Tactical Air Control Squadrons of the Atlantic and Pacific Fleet Amphibious Forces. TACRONS provide the positive air control of air defense, antisubmarine, close air support and helicopter assault aircraft in amphibious operations.

Normally a TACRON operates from the Tactical Air Control Center (TACC) of an amphibious force flagship such as USS *Mount Whitney* (LCC 20) or USS *Blue Ridge* (LCC 19). These new ships have been equipped with the Amphibious Flagship Data System (AFDS) which is an outgrowth of the Naval Tactical Data System in use in carriers, cruisers, frigates and some destroyers.

Because of the few LCCs in the Fleet it is often necessary for TACRONS or TACRON detachments to operate from other large amphibious warfare ships such as Helicopter Carriers (LPH) or from LPD and LSD type vessels. When this is done the TACRON reverts to the old methods of manual control with the control team centered around a table; and with the use of status boards and radios, the team controls the aircraft operating in, or transiting, the amphibious operating area.

Needless to say, the TACRON's important mission has to be a part of every large amphibious operation. No large naval force can survive in a hostile environment without air and antisubmarine defense, and that requires effective management and control of resources. With the massive use of helicopter transportation in modern amphibious operations, turmoil would result without the routine task of air traffic control which the embarked TACRON performs in addition to the more glamorous roles of controlling air defense fighters, ASW aircraft, and close air support aircraft.

In the active fleet the Tactical Air Control Squadron mission is performed by TACRONS 11, 12 and 13 in Tactical Air Control Group One of the Pacific Fleet Amphibious Force, and TACRONS 21 and 22 of Tactical Air Group Two of the Atlantic Fleet Amphibious Force.

Supplementing these squadrons of the Regular Navy are two TACRONS of the Naval Air Reserve, TACRON 23 from the Naval Air Reserve Unit at NAS Norfolk and TACRON 11-H-1 from the Naval Air Reserve Unit at NAS North Island.

These two squadrons are under Commander Naval Air Reserve, but on mobilization would become part of the Atlantic and Pacific Fleet Amphibious Forces, boosting TACRON strength in the Navy by 40 per cent, a sizable increase in trained and combat-ready personnel.

TACRON 23 at the Naval Air Reserve Unit, NAS Norfolk, was last year's winner of the Naval Air Reserve's Noel Davis Trophy for readiness for the third consecutive award. It is an excellent example of a Reserve Combat Component Squadron in action. Controlled, funded, and administered under Chief Naval Reserve, Commander Naval Air Reserve and NARU Norfolk, it has received extensive training support from TACRONS 21 and 22 and COMTACGRU Two.

The squadron, under the command of Commander John P. Frankoski, consists of 30 officers and 50 enlisted personnel. The officer complement consists of a mixture of naval aviators, naval flight officers, air intelligence officers, aviation ground officers and surface line officers.

The enlisted complement consists of petty officers and designated strikers in the AC, RM, YN, ET, AT, DM, AK, CYN and SD rates. The CO is a naval flight officer, and his XO is a naval aviator.

All members of the squadron are required to drill one weekend each month, and perform two weeks ACDUTRA (Active Duty for Training) each year. Naval aviators and flight officers receive additional drills for

Far left: Officers discuss deployment plans en route to Roosevelt Roads. Above, left: Controlling aircraft on targets in Puerto Rico. Above: Target practice keeps Tacron Reserve in readiness.

the purpose of maintaining flight proficiency, or to participate in operational TACRON missions and exercises.

Assisting the CO of each Reserve squadron or unit under a Naval Air Reserve Unit is an active duty officer from the NARU who is designated as a Program Manager. Although not technically a member of the Reserve squadron, he is responsible along with the CO for the unit's performance and efficiency. His task is to assist all members of the squadron in their training, billet tasks and other administrative or technical details.

All but one of the officers in TACRON 23 have active duty experience in the Fleet. Most senior petty officers have similar active duty experience but the junior petty officers and nonrated personnel are generally a mixture of "2x6" or "4x10" Reserve program obligators with as little as four months and not more than two years of active duty experience.

This latter group of personnel are obligated by contract to drill in Reserve units until they have a total of six years' active and inactive service. Some units have reported that they have a great deal of trouble motivating and interesting this younger group, but in TACRON 23 the junior enlisted personnel are just as strongly motivated and interested in their squadron as are the officers and senior petty officers.

Normal weekend drills begin with muster at 0745 on Saturday morning at the Naval Amphibious School at Little Creek Naval Amphibious Base. The Amphibious School and the Amphibious Base are Regular Navy activities giving training support to the Naval Reserve under the Total-Force or One-Navy concept.

Training during the weekend consists of lectures and films on amphibious warfare, antisubmarine warfare, anti-air warfare, air control procedures, AFDS Fundamentals and general military training topics. Also on the agenda are exercises in a simulator of a ship's Tactical Air Control Center, small arms qualification, water survival qualification, flight time for aviators and NFOs, and informal visits to PhibLant ships for orientation. When USS *Mount Whitney* is in Norfolk, special emphasis is given to visiting her and obtaining AFDS indoctrination and training.

Whenever possible, squadron Forward Air Control Teams are deployed to various bombing ranges at Camp Pickett, Va., Ft. Benning, Ga., and Pinecastle, Fla., to work with Fleet or Reserve aircraft squadrons over the drill weekend. In addition, all officers and men in the squadron fill billets that require certain administrative tasks. These too, are carried out during the weekend drill period which ends with muster at 1630 on Sunday afternoon.

TACRON Reservists receive annual and special active duty for training at various fleet and service schools, or by deploying in detachments to exercise with Fleet units in the States and the Caribbean and Mediterranean areas. Deployed detachments have worked with Air Force, Air National Guard, Marine, Navy and Naval Reserve aircraft squadrons as Forward Air Control Teams, spotted gunfire on U. S. Navy and Canadian warships, and worked as integral members of Fleet TACRONS and as crewmembers in Fleet ships. A deployment by squadron detachments means lots of work, but it also offers some degree of excitement and travel, and volunteers are not hard to come by.

Established in 1967, Tactical Air Control Squadron 23 has come a long way, and its officers and men are proud to be combat-ready, weekend warriors of the Naval Air Reserve and also prospective Gators of the Atlantic Fleet Amphibious Force. That spells it out—a TACRON in Reserve.

REALISTIC PROGRAM FOR RECRUITERS

Above: Potential recruits get a windy welcome to NAS Norfolk. Left: Prospective AOCs before an orientation flight at the University of Rhode Island campus. Left, below: Participant in the NRD Raleigh four-day Fly-In. Below: AOC prospects during orientation flight get a look at naval aviation.

Navy recruiting these days is getting a lift from the operating Navy in no uncertain way. "Go Navy" shipboard cruises and "Fly Navy" orientation flights have become regular events in the Atlantic and Pacific Fleets during the past year. Typical is the Naval Air Force Atlantic Fleet's attitude with its objective, "Every Navyman a Recruiter." The command backs the slogan with a large-scale program, complete with a designated officer for recruiting.

NavAirLant ices the cake by sending that officer, Lieutenant Kevin Delaney, to the Navy Recruiting Officer Management Orientation Course in Pensacola, Fla.

The programs are realistic; there is no attempt to deluge Navy recruiters with gimmicks and brainstorms. Rather, the idea is to help recruiters help themselves. In short, the command tells the recruiting people what it can do and then lets the recruiters decide how the command's assistance can best be used.

Major participation by NavAirLant has been with P-3 *Orion* orientation flights during which prospective recruits get a taste of Navy life, along with familiarization with crewmember duties.

Two reactions are consistent: one is that, in spite of an initial, feigned blasé and "show me" attitude in the visitors, they are genuinely impressed; the other is that they are amazed at the youth of our Navy flight crews, men in their own age bracket, to whom they can relate. A real Navy credibility is established.

The student-passengers not only talk with men and women in the operational Navy, but they also get a real taste of what they themselves would be doing if they decide to sign up.

In the "and that's not all" department, NavAirLant makes a point of getting people other than prospective candidates aloft. These include school counselors and teachers, men and women, and members of various local news media.

The blue-water airplanes of NavAirLant have gone on several occasions deep into the heartland. For instance, there were two flight days at Akron's Muny Airport. More than 70 visitors took the "Fly Navy" route and this resulted in 22 prospective applicants. As a matter of fact, two enlisted men aboard an *Orion* made flights over their respective college campuses—Walsh College and Kent State University.

What is being proved is a basic truth in the Navy Recruiting Command—the best things to put before the public are Navy men and women at work.

At places where use of *Orions* isn't practical, NavAirLant sends helicopters—the choppers are set down on athletic fields of various schools or on the campuses themselves. And bands attached to NavAirLant have provided assistance at inland cities such as Des Moines, Wichita and Chattanooga. It's estimated that these Navymen will have reached 500,000 people this year, nearly all of whom are of military service age.

The Recruiting Assistance Program (RAP) in Norfolk carefully selects Navy men and women to go on TAD to their hometowns and assist local recruiters. These "natives" help open doors for recruiters, they RAP with old friends, and they show the Navy in its best light by personal example.

Additionally, NavAirLant activities have established personal contact with various Naval Junior Reserve Officer Training Corps (NJROTC) activities and created a one-on-one sponsorship program. Through this, high school students enrolled in this quality education program are afforded regular information on their Fleet counterparts. When possible, visits to particular Fleet units or activities are arranged. One such visit was a recent trip for 20 NJROTC students to the Sixth Fleet in the Mediterranean aboard USS *Independence* and a return trip to the States aboard USS *Forrestal*.

Recruiting programs being promoted through the use of Fleet units during normal operations are realistic and attractive. Operational commands make no attempt to entice prospective Navy people with false images or ideas. The secret of why Fleet units are so successful is the opportunity they present for the Navy recruiter to take a prospect aboard a ship, plane, or base for firsthand conversations with Navy men and women who "tell it like it is."

Commands are simply urged by the Navy Recruiting Command to advise what support they can provide. Recruiters then work this support into the appropriate enlisted or officer recruiting programs.

The end result is real Fleet participation—the operating Navy and Reserve components responding to the recruiting demands of the All-Volunteer Force. The payoff is great; the potential is even greater.

NAVAIRLANT SAFETY RECORD

Accident rate figures are mostly for comparison purposes—except when they go below a certain point. Then you have moved into a category that stands by itself for excellence, and needs no surrounding comparison figures.

The Naval Air Force, Atlantic Fleet, just recently dipped into that category when its members set a new safety record with a rate of 0.79 accidents per 10,000 hours of flight time.

It's only the second time in the Navy's history that a major operational command has dropped below the 1.0 mark in the field of aviation safety. NavAirLant was also the first to break the 1.0 barrier in 1971 when it achieved a 0.98 rate—which means that this year's performance is a 24 per cent improvement on the previous record.

Was there anything in particular that attributed to these impressive safety statistics? A single answer to this question is hard to find, but Naval Air Force Atlantic does have a thorough system of communication among its members. Safety symposiums are held quarterly by the different aviation communities in which problem areas are discussed and resolved. As an outgrowth of these symposiums, Vice Admiral Frederick H. Michaelis, Commander Naval Air Force Atlantic, issues "Star Flyer" communiques which pinpoint areas of potential trouble. Semiannual safety "standdowns" are also held to review NATOPS procedures and reevaluate the entire safety program.

Of course, there have to be attentive crews to maintain safety schedules. If NavAirLant's crews keep tightening the screws on their accident rate, they might even defy the law of averages which says that you have to have some kind of accident sometime.

Industrial College of the Armed Forces (ICAF):

GRADUATE COURSE IN NATIONAL SECURITY MANAGEMENT

"What's an ICAF?" That was my first question when my detailer told me of a last-minute change in my assignment. I was going to be a student at ICAF, and although I had some general knowledge of ICAF, I really hadn't been involved with it—especially in my previous assignment on the West Coast. There was a lot for me to learn—a lot more than I first suspected.

ICAF stands for the Industrial College of the Armed Forces, located at Fort Lesley J. McNair in Washington, D. C. Its goal is to prepare senior military officers and civilians for positions of "high trust and responsibility" in the Department of Defense and other government agencies. While that phrase certainly sounds impressive, it says little about the school and its curriculum or why, for that matter, it was called an "industrial" college.

How, I asked myself, does the school differ from the Naval War College or the National War College?

Now that I and my 179 fellow classmates have completed the 10-month course, I have gained a fine appreciation of what ICAF is and does. The industrial college is one of the nation's two senior interservice colleges operating under the direction of the Joint Chiefs of Staff, and it conducts a graduate-level course in national security with strong emphasis on management.

It is the college's strong management-oriented curriculum that best distinguishes it from the other senior service schools. But, as one quickly learns, national security management is directly related to all facets of the U. S. national and international positions, so the program encompasses studies in economics, political science, international relations, and other societal elements of the world environment. Achieving this background is essential for understanding the implications and demands of national security affairs and problems.

The ICAF program offers much more than classroom instruction; education isn't considered a spectator sport. Classes are of the seminar or conference type with a maximum of 15 students per class. Even the auditorium presentations are set up to allow near-equal time for students to question the speaker. The college's strict policy of nonattribution encourages its speakers to be especially candid.

Since the college is located in the heart of Washington, D. C., the students have access to the top levels of governmental, industrial, and academic elite. The class of '73, for example, was addressed by Senator Hubert Humphrey, George Meany, president of the American Federation of Labor Congress of Industrial Opportunity, and all of the service secretaries or chiefs of staff—to name just a few. Also, a number of distinguished government officials and academicians have shared their ideas with us in seminars.

In the field studies portion of the course, I have gone to the United Nations, the U. S. State Department, and the U. S. Senate. On none of these trips did we take a "tour," but rather, we spoke to high officials about pertinent domestic and world issues. On a one-week urban and industrial study trip, I met and spoke to top officials of industry and local government about the problems that beset our cities and, therefore, affect our industrial capability and national security. In a less glamorous but equally important vein, many hours have been spent doing research on the military planning, programming and budgeting processes, as well as on other research projects.

I have no doubts that the Industrial College of the Armed Forces has given me a unique perspective about and exposure to our nation, its government, and the serious business of national security management. This education will be of enormous value in any future assignment, be it operational command, staff or DoD management. In other words, ICAF offers an unparalleled opportunity for educational and professional growth.

—CDR Gary F. Wheatley, USN

Facing page: The Industrial College of the Armed Forces building located at Fort Lesley J. McNair in southwest Washington, D. C. Right: Senior officers of the three major services are enrolled in ICAF, as also are key civilian government personnel.

A Navy Doctor Views A Challenging Problem

LAACP

Navy Flight Surgeon Lieutenant Commander Steven J. Hazen, USN, provided the basic information for this article. Stationed at NAS Imperial Beach, Calif., he was a pioneer participant in a locally inspired program entitled LAACP. *He described it as a "very timely, but ticklish" subject. There's much food for thought in this "timely, ticklish" piece for everyone, from the commanding officer on down to the newest member of the crew. If you are skeptical, just read the first five or six paragraphs. Herewith the article excerpted from LCDR Hazen's report.*

Today in the United States the alchohol abuse problem is easily 70 times greater than the drug abuse problem. There is no reason to believe the Navy's alcohol abuse problem is less serious. In fact, a recent Navy study indicated that alcohol abuse was affecting 39 per cent of the enlisted personnel and 23 per cent of the officers surveyed. Serious problem drinking and evidence of alcoholism were reported among at least 15 per cent of the 1600 officers and men included in the survey. Interesting? Read on.

What is an alcoholic? Is he the typical example of a "skid row" drunk? No. Less than three per cent of America's nine million alcoholics are the classic skid row type. Of the remaining 97 per cent, over 50 per cent are gainfully employed, and 50 per cent attended or graduated from college, 45 per cent are in managerial or professional positions, some 25 per cent are white-collar workers and only 30 per cent are manual laborers.

Did you know that it generally takes alcoholism several years to manifest itself? And—within the sea service—did you know that the Navy's problem drinkers have an average of 11 years' service?

If you were asked to develop a profile from these facts, whom would it describe? Chances are that it would fit one or more of the senior petty officers and/or officers in your command. Think about it!

Even if the medical aspects were ignored, the Navy's alcohol problem could well be approached from the "good of the Navy" viewpoint. That is, in the Navy, and the nation, there's a fantastic financial loss in terms of manhours, not to mention accidents, poor productivity, and inefficent task performance. An 11-year Navyman may be worth anywhere from $50,000 $250,000 in training replacement cost—and immeasureable amounts in experience. If he has an alcohol problem, he represents a real financial loss that can be counted in thousands of dollars to himself, and tens of thousands to his service. That's what this article is about.

Late 1971 saw the beginning of the outline at this base (NAS Imperial Beach) for an effective local program for dealing with the Navy's alcohol problem. The goal was a program based on the premise, "It must be good for the Navy—good for the individual—or it's no good at all." You will probably agree that, in general, the two are inseparable.

The Navy's drug program was reviewed in order to avoid duplication and expose differences between drug abuse and alcohol abuse. It appeared that the critical difference was that the drug problem existed primarily among the younger, non-career-oriented personnel.

But the majority of the men suffering from alcoholism in the Navy are career-oriented. Thus, a rehabilitation program working within the military environment can be successful, that, is the career motivation factor *already* exists. This is fortunate, since the loss of men suffering from alcoholism represents a much greater financial loss to the military (in training and experience) than the loss of those involved with other drugs. A program for the rehabilitation of alcohol abusers has as its end point the successful reintegration of the individual into the military environment.

Our first steps to initiate a local program were made in April 1972. It was known from previous efforts that each recovering alcoholic was acquainted with several others, or with men who needed help. Yet, there seemed to be a mutual self-protection society with an unspoken oath not to reveal names. During the first months the possibilities and advantages of a local alcohol abuse control program were repeatedly discussed with a "graduate" of an Alcohol Rehabilitation Center (ARC). The objective was to wait for the word to get out and allow natural selection to bring the "founders" together (recovering alcoholics who would demonstrate a strong interest and the courage to forego their anonymity).

Others came forward, including one individual who was a graduate of his own "personal program" and extremely knowledgeable about the disease—he was to become a valuable asset. We began meeting regularly during lunch and after work to avoid any negative visibility with the tenant commands from whom we would later need support.

Word was getting around, and we were called upon to help more men with drinking problems. This was a premature application before our program was formalized, but it provided a clinical test of the program, allowing us to make the appropriate corrections in its structure.

Attendance varied at our meetings. Several men remained steadfast and the program continued to develop. After several more meetings the written outline of the program, which now included the modifications developed during the past months, was presented. This outline was to serve as a guideline from which they could develop their own proposal for a local alcohol abuse control program and eventually develop a base instruction.

During this time frame SecNavInst 5300.20 was promulgated. It became a strong factor in the further evolution of the local program. However, the most significant factor leading to the successful implementation of our program was the overwhelming support of the Naval Air Station commanding officer, first, when we informed him of what we had undertaken and, later, when we presented our proposal to him.

By November 1972 a station instruction was promulgated. The internal structure of the program, now called LAACP (Local Alcohol Abuse Control Program), was launched. By January 1973 there was no doubt that the goals were being reached. The LAACP was fully independent and appeared self-perpetuating.

Our air station and tenant commands have approximately 2900 assigned personnel. Some 40 individuals in the current program membership entered within the last four months. This demonstrates the dramatic results which can be achieved by a well structured and effective local alcohol abuse control program. More can and should be done at the local level.

Recently an alcohol educational assistance program has been developed in this area by the LAACP membership. It includes lectures to supervisory personnel on their responsibility in identifying and managing problem drinkers, lectures to all hands on alcohol abuse and problem drinkers, screening of the films "Chalk Talk" and "SITREP 6," followed by informal question-and-answer periods. A formal presentation of LAACP is given to interested command personnel from other bases to help them establish their own local programs. A major portion of LAACP's success is attributed to this educational activity.

What will you need to initiate a similar program?

First, you will need command support. OpNavInst 6330.1 is your beginning. Getting the endorsement of your command is the next step. Here are a few facts with which to work. Statistics indicate that about 15 per cent of the personnel under his command are likely to be serious problem drinkers or alcoholics. Each of these may cost the Navy from $1500 to $4000 per year. The alcohol abuser has, on the average, 22 days of absenteeism per year. He has twice as many industrial accidents, and produces one-third of the accidental industrial deaths. His job efficiency is down. He frequently visits sick call or is sick in quarters; he is often late to work, early to leave, early to lunch and late to return; he never seems to be around when you need him; he has lost his ability for creative leadership, resulting in poor work performance, equipment failure and breakdowns; he produces a bad public image for the Navy; his general appearance and military bearing begin to deteriorate; and the administrative paperwork concerning him begins to flourish.

You will need an interested medical adviser, a physician, who is either informed about alcoholism or is willing to become informed. (This is not as easy as you think.) Your local chaplain and legal officer can be very helpful if they are interested and properly motivated.

An important point to remember is that this local program functions without a *full-time* physician. What you need is a medical adviser. As for the initial medical examination and medical/psychiatric treatment (if indicated), these can be provided by the current Navy system of dispensary care (medical officer or independent duty corpsman). Referrals to the nearest naval hospital or specialist can be made as needed.

You will need recovering alcoholics who will forego their anonymity to help others. Finding such individuals and incorporating them into your program at its inception is an arduous task. You cannot force them. You must convince them. Success of the program will depend on the degree of the individual's personal commitment.

There now exists a Worldwide Referral network of over 1000 recovering alcoholics who can be of help. More than 100 of these men have been designated Collateral Duty Alcohol Counselors (CODACs). Not all graduates of the Navy's Alcohol Rehabilitation Centers become CODACS. It is a voluntary duty in which the recovering alcoholic has foregone his anonymity to help others, and he has met minimum standards with regard to sobriety and training. You can locate the CODACs at your station by contacting the local area Human Resource Development Center or Pers-6c, Bureau of Naval Personnel, Washington, D. C.

This program has been carefully devised to fulfill the needs of both the Navy and the individual. It can be implemented, almost without modification, at most ships and stations. There will likely be some exceptions, especially when the unit is very small and isolated. In the hands of motivated people, it can be a success. Of course, no program will be 100 per cent successful, but you can come very close. Do not let time become your nemesis. It is not important *when* you achieve success. Rather, it is important how secure and lasting that success will be.

The LAACP is a resource to be utilized by the command. It cannot succeed if the command gives only lip service. It provides the command a resource to utilize in all phases of working with the alcohol abuser including deciding, without "witch hunts," if an individual has an alcohol problem; utilizing the individual effectively at the local level while awaiting up to six weeks to enter an ARC or Alcohol Rehabilitation Unit at a naval hospital (if either is indicated); arriving at judicious decisions when the recovering alcoholic falters; providing a tool for abating the bias, myth and stigma of alcoholism; and providing the command a resource for education about alcohol, alcohol abuse and alcoholism.

Locating the office space also will be no easy matter. Establishing a central communication point may be slow. Arranging your contact points will take time. (It took us nearly eight months to bring all our resources together.)

—LCDR Steven J. Hazen (MC), USN

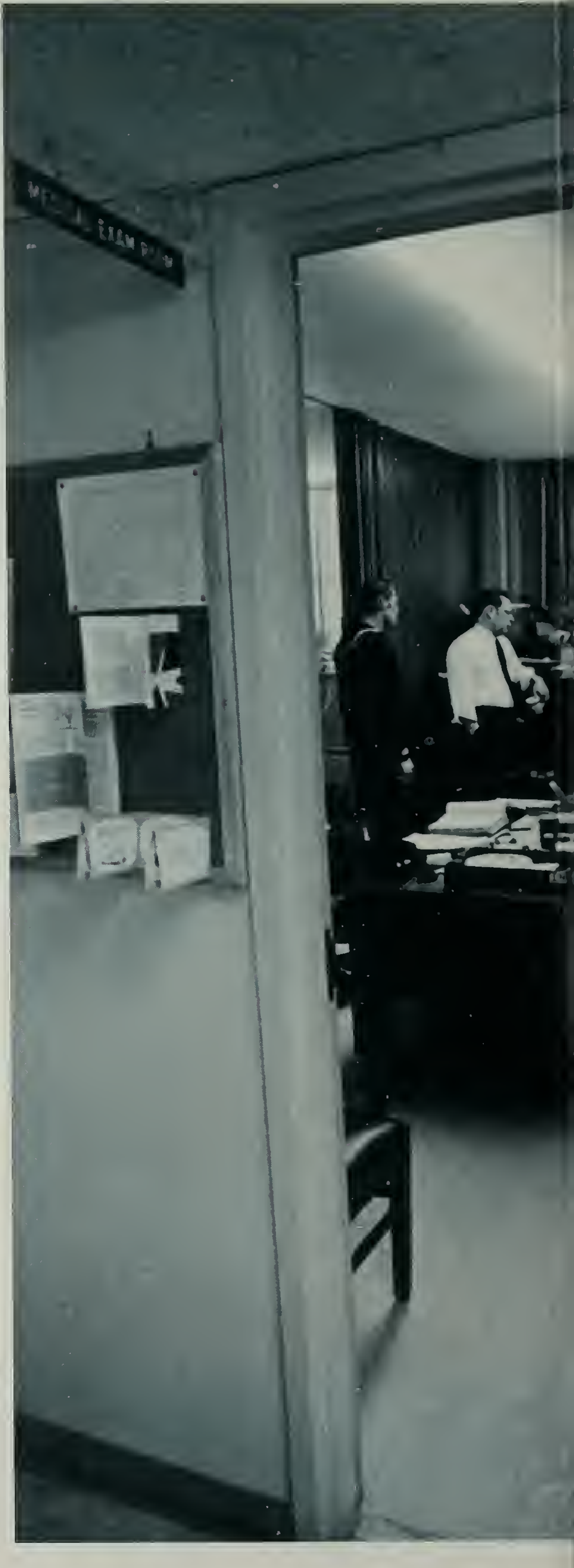
NOTE: The foregoing program is covered in a base instruction which is a local adaptation of SecNavInst 5300.20 and contains an enclosure on the Local Alcohol Abuse Control Program. For more detailed guidelines refer to OpNavInst 6330.1 of 29 May 1973 and for information on logistics support available such as films, publications, training quotas, rehabilitation program curriculum, etc., write to Bureau of Naval Personnel (Pers-6c15), Washington, D. C. 20370.

Requests for a copy of the base instruction may be made to: Commanding Officer, Naval Air Station, Imperial Beach, Calif. 92032.

Requests for information concerning LAACP *may be made to:* LAACP *Senior Member, Naval Air Station, Imperial Beach, Calif. 92032.*

ARC Norfolk Rehabilitation Center

AN OPEN DOOR TO RECOVERY



Left: LT Edward Feinberg, MC, discusses a medical record with members of his staff. Above: Small groups talk out individual and group-related problems.

It was not so long ago that the image of a sailor was one of a hard, two-fisted man who could outlast everyone at the bar. It is also a fact today that, while some Navymen could fit this image, others don't do so well. First, the bad news: an estimated 60,000 Navymen today are victims of the disease of alcoholism. Now the good news: at the Navy's Alcohol Rehabilitation Centers where Navymen, Coast Guardsmen and Marines are being treated, to date 70 per per cent of the alcoholism patients have been returned to effective active duty.

The Navy's first Alcohol Rehabilitation Center (ARC) was started in 1967 at Long Beach, Calif. Based on its success, now there are similar centers in Norfolk, Great Lakes and San Diego. A fifth center was scheduled to open at NAS Jacksonville, Fla., in October of this year. At Navy hospitals 14 smaller Alcohol Rehabilitation Units (ARUs) have sprung up to supplement the rehabilitation effort which is being coordinated by the Bureau of Naval Personnel's Alcohol Abuse Control Program and the Bureau of Medicine and Surgery.

Let's take a look at ARC Norfolk and see the day-to-day working of this program.

Centrally located on the naval base, ARC Norfolk occupies a modern, three-story complex that can house 75 patients. Classrooms and office spaces are roomy and well lighted. In this open atmosphere—under the supervision of a staff including a medical officer, a

Above: HM2 George Karnes prepares a patient for an EKG. Facing page: After the larger meetings, counselors form smaller groups to discuss topics in greater detail.

psychiatrist, a chaplain-psychologist, two hospital corpsmen, and nine counselors—the patients attend an average of eight weeks of rehabilitation.

The mode of the center dispels all notions that the center is a punitive reformatory. "We don't lock up anybody here," said Commander Alfred J. Croft, commanding officer of the Norfolk ARC—himself a recovered alcoholic—"there aren't any iron bars on the windows or any locked doors."

There is, however, military bearing. Said one patient, "This is run just like any other command, ashore or afloat. It is just smaller."

There is a plan of the day published on a weekly basis that shows a heavy schedule. The day starts at 0700 and continues, with a number of lengthy breaks, until 2300.

All of the 640 patients who have gone through ARC Norfolk have helped with the housekeeping of the complex. Besides these normal duties of Navy life, they attend lectures given by staff members or guest speakers, work in individual or group therapy sessions, and view films. Each week, patients are required to attend five A.A. meetings—one of which is held in the center.

But the center is more than a long, sober day. "We get down to the nitty-gritty here," CDR Croft commented. "The patients come here with a multitude of problems due to excessive drinking.

"An alcoholic will affect the lives of from four to six people," said CDR Croft. "This center brings the men and women back into the real world. It teaches them to solve their problems and organize their lives by themselves so that they may return to the Navy community as productive and functioning members."

The patient's family is brought into the process through such gatherings as the Alcothon—a series of all day A.A. meetings. Families, local A.A. members, and interested members of the Norfolk community are urged to attend these open-house sessions. "We encourage the patients to bring their families to open-house and marriage sessions," comments Lieutenant Edward Feinberg, the ARC's medical officer. "We try to get the men and women to make a commitment to themselves.

"In the past, a pitfall in alcohol rehabilitation has been the relationship between the doctor and the patient," LT Feinberg continued. "Doctors need to know that they are liked. A patient responds more favorably to a doctor that he likes. But you can kill an alcoholic with kindness. Often the doctor will unwittingly give the patient an excuse for drinking such as 'if your wife would only stop nagging,' or 'if your CO would only get off your back.'"

At the center, the blame falls on no one. Alcoholism is considered a disease and is treated as such. The patients are given a complete physical examination upon arriving at the center and receive medical attention throughout their stay.

An average of five people a day are being referred to the center from surrounding sea and shore commands. Many of the patients come from hospitals where they were being treated for ailments which were related to their alcoholism. "They come in for complaints," said LT Feinberg, "which turn out to be alcohol related. Around 35 per cent of all patients have ailments which can be attributed to alcoholism.

"The old image of the hard-drinking sailor can be a contributing factor to alcoholism in the Navy," he went on. "Happy hours don't make an alcoholic, but there are other kinds of recreation during off-duty hours available on every Navy base."

An avid physical fitness buff, the doctor gave, as examples, the gym and hobby shops on the base. He pointed out, too, that money and effort went into making the club facilities attractive, while other recreational facilities did not do so well.

"I think that they deserve equal time," he said.

Alcoholism is a significant cause of manpower loss in the Navy. It is also known that alcohol abuse is a problem affecting many more people than drug abuse.

"We aren't in the position to advertise for more men like civilian industry," commented CDR Croft. "We can't advertise for an F-4 fighter pilot in the same way the airlines advertise for commercial pilots." Manpower means money, both in the Navy and out, and lost manpower costs money—it's as simple as that.

Naval alcohol rehabilitation facilities are continuing their expansion. Besides the five ARCs and 14 ARUs, Collateral Duty Alcohol Counselors (CODACS) have been designated at many commands. Their function is to aid commanding officers in forming onboard education and counseling programs.

In a new pilot project, four smaller "Alcohol Rehabilitation Drydocks" (ARDs) are being used to offer local personnel a two-week period of in-residence therapy. This will be followed by four weeks of daily counseling and six weeks of weekly counseling. Pilot ARDs are now being established at Naval Station Pearl Harbor (sponsored by CinCPacFlt); at Naval Air Station Pensacola (sponsored by Chief of Naval Training); at Naval Station Roosevelt Roads, P. R. (sponsored by CinCLantFlt); and at Naval Station Rota, Spain (sponsored by CinCUSNavEur).

Although smaller in size and staff, the ARUs and ARDs are closely patterned after the ARCs. The same direct and honest counseling methods are used to help the patients deal with everyday problems, interpersonal relationships and emotional conflicts.

"To sum it up," said CDR Croft, "when a patient reports here, he often is at the end of the line. All seems to be lost. But when he leaves here, in two months, he has realized that he has a problem and must repattern his life, much as a diabetic has to avoid sugar. He is given the tools to maintain his sobriety and can function normally without taking a drink. The only thing we ask of our patients is to go one more day without a drink."

This simple credo is working and having profound results for the Navy's men and women.

—Story by JOSN M. E. Savage
—Photos by PH2 Robert G. Weeks, USN

USS Neptune

SIR: I note in the caption to the pictures on page 18 of your April 1973 issue you state, "USS *Neptune*, sister ship of *Aeolus*, underway."

USS *Neptune* (ARC 2) is ex-*William H. G. Bullard*, and is the sister ship to *Albert J. Myer* (T-ARC 6) operated by MSC. USS *Aeolus* (ARC 3) and USS *Thor* (ARC 4) are converted World War II AKAs and are sister ships.

I am delighted to see these hard-working ships get some well deserved recognition.—CDR D. S. Kuntz, USN

- *We appreciate your taking the time and trouble to point out the error in the cutline. Somehow the kinship ties became crossed in the last-minute rush of going to press.* —ED.

Retirement Changes?

SIR: I have 21.6 years in service. I plan to stay in for 26 years. With all of the changes made or being made to our retirement system, there are a few things that are not clear. How does current policy affect me?—SKCS B. V. B.

- *If a member who has completed 26 years' naval service including constructive service is transferred to the Fleet Reserve, his retainer pay will be computed using 2½ percent of basic pay being received at the time of transfer multiplied by 26 years, or 65 per cent of basic pay. However, a member transferring to the Fleet Reserve who has completed 26 years' day-for-day service and has 12 months' constructive time will receive 2½ per cent of basic pay multiplied by 27 years, or 67½ per cent of the 26-year rate, since there is no step increase in base pay for 27 years.*

It should be noted that this is the current policy on computing retainer pay and is subject to change only by change to federal law.

Should Congress enact the current DOD Retirement Proposal, its averaging feature (if applicable under proposed transition and save pay provisions) would have some impact on the preceding determinations.—ED.

All Hands
PHOTO CONTEST

As first announced in our August 1973 issue, ALL HANDS Magazine offers all Navy men and women—those on active duty or retired—and their dependents, a chance to cash in on their photographic expertise. The awards for the three top winners: First prize will receive a three-year subscription to ALL HANDS; Second Prize will receive a two-year subscription; and Third Prize will receive a one-year subscription.

Three categories have been set up, although the top three prizes will cover any or all categories:

- A Navy theme: Navy men and women on the job, Navy scenes, or ships and units in action.
- Navy life: recreation—liberty—travel.
- The Navy family.

Entries can either be a single photo or slide, a series, or they can take the form of a pictorial story. All entries must be current work—that is, photos which have been executed during the 1973 calendar year.

Each contestant may submit as many entries as desired.

Submitted photo work can be either black and white photo prints, color slides or transparencies, or Type C color prints. Black and white photos should be at least 8" x 10" in size, and printed on glossy paper.

All entries must be accompanied by an identifying sheet (attached to the edge of each photo or slide by tape) listing the contestant's name, rank/rate, Social Security number, present duty station and complete mailing address—plus an identifying caption of the photo or picture story. In cases of dependent children submitting work for consideration, their name, age, and name and location of the school attended should also be listed.

All photographs should be mailed flat and protected by heavy cardboard or other stiffener; the same applies to slides and transparencies. Do not write on the backs of photographs—put all pertinent information, along with any titles, on the attached identification sheet.

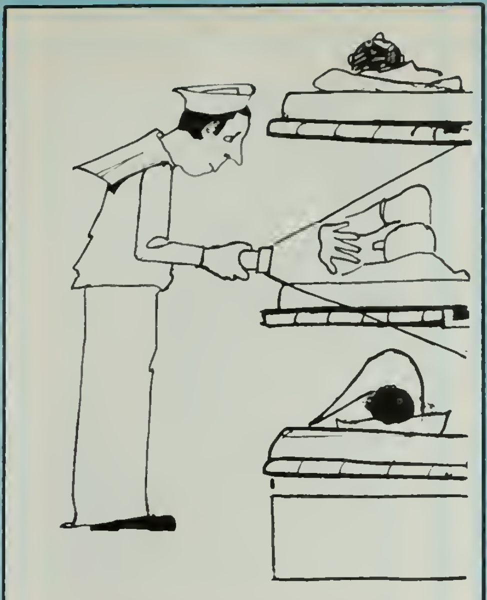
Winners will be announced as soon as practicable after the contest closes, and winning photographs will appear in ALL HANDS. Other photos—though they may not win a prize—will receive honorable mention and also will appear in ALL HANDS from time to time.

All entries become the property of ALL HANDS and will not be returned to the contestants. Send your entries to:

ALL HANDS Photo Contest
ALL HANDS Magazine
Bureau of Naval Personnel
(Pers-164)
Navy Department
Washington, D. C. 20370

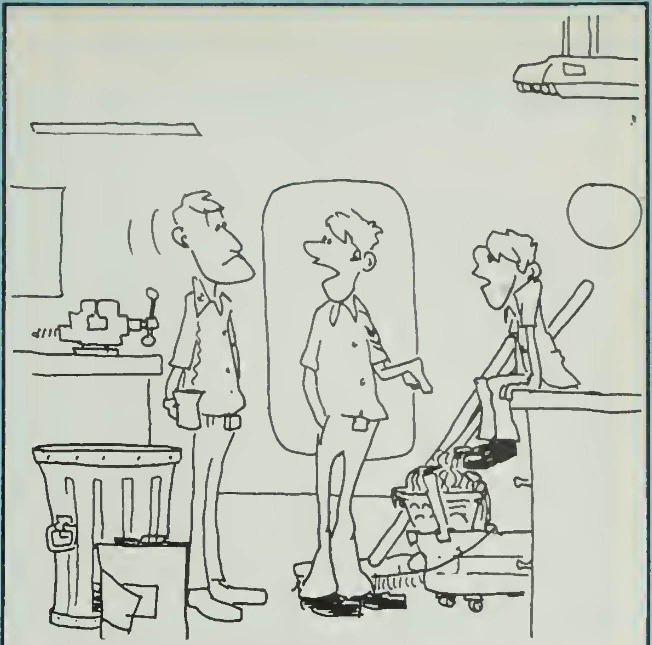
Deadline: Entries must be mailed prior to 31 Dec 1973.

DCFN Gerald S. Barton



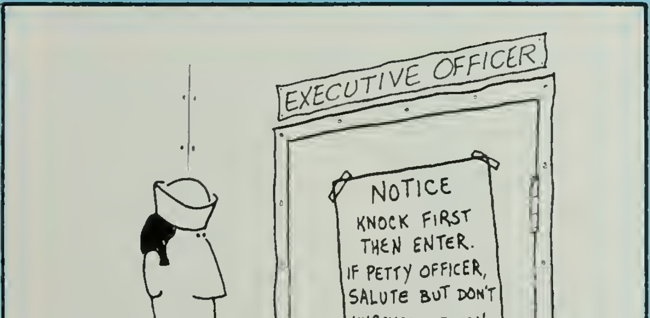
"Midwatch in 10 minutes, Stevens . . . oh, sorry, Robinson."

IC1 Jeremiah H. Paali



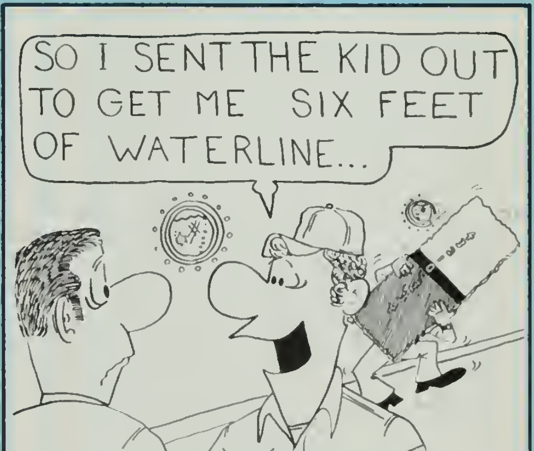
"He wants to discuss 'Field Day' with you, chief! He says it doesn't seem very meaningful to him!"

STG3 Michael E. DeStefano


EXECUTIVE OFFICER
NOTICE
KNOCK FIRST THEN ENTER. IF PETTY OFFICER, SALUTE BUT DON'T UNCOVER. IF NON-RATED, UNCOVER BUT DON'T SALUTE, UNLESS ON OFFICIAL BUSINESS, THEN SALUTE AND UNCOVER. IF NOT ON OFFICIAL BUSINESS, NEITHER SALUTE NOR UNCOVER, UNLESS A PETTY OFFICER.
DeStefano

on the serious side

YN1 James B. Nixon


SO I SENT THE KID OUT TO GET ME SIX FEET OF WATERLINE...
ATKINS
SLADE
DAVE

TAFFRAIL TALK

The "NNMC NEWS" at the National Naval Medical Center, Bethesda, Md., sent the following story our way:

In 1951, President Harry Truman fired a general and Casey Stengel's Yankees beat Leo Durocher's Giants in the World Series. Late that same year, somebody stole Staff Sergeant Laurence Wimpee's wallet.

In 1973, the U. S. pulled out of Vietnam, the POWs came home, Skylab set a sustained space flight record, and Orbie Akers found Laurence Wimpee's wallet.

Akers, a civilian carpenter in the Public Works Department at NNMC was working on the ceiling in an orthopedics office when the brown wallet came tumbling from its 22-year hiding place.

In it were such items as a 1950 Florida driver's license, a social security card, a box seat pass for a Maryland horse race course, a civil pilot's license, a guarantee card for a set of tires, and a receipt for a piece of luggage purchased from the NNMC exchange. But no money.

A small picture, the kind you get a string of for a quarter in an arcade, tucked down in the wallet, indicated that Wimpee had been a Marine. The picture also indicated that he was good friends with an attractive Navy nurse.

Efforts to locate Wimpee were begun by Bethesda personnel, first through the Marine Corps—with no luck—and then through the Veterans' Administration. It was through the VA that the wallet's owner was located living in Florida. A letter together with the wallet was sent explaining the details of its discovery. It was assumed that the wallet had been lifted and concealed in the ceiling since hospital records revealed there had been some work done on that same ceiling about 1951.

In response to the VA letter, Wimpee filled out the details right down to the happy ending with the following account:

He arrived at NNMC from Korea Christmas weekend of 1950, suffering from a gunshot wound of the leg and frostbite of both feet incurred during his evacuation by jeep to the nearest airstrip. It was during his convalescence on 3-C, "in one of the quiet rooms," following the amputation of his right fore foot (mid-instep), that his wallet disappeared.

No doubt the subject was discussed in conversation with a nurse, Ensign Joyce Rodgers, who was among those caring for Wimpee during the 11 months he spent in the hospital. By the time he was released from the hospital, she was LTJG Joyce Wimpee; they were married in Our Lady of Lourdes Church in Bethesda by the hospital chaplain, Father Finan.

After his discharge from the hospital, Wimpee retired from the Corps and his wife was released from active duty with the Navy Reserve. They now live in Tampa, Fla., with their six children. And Wimpee's wallet.

The All Hands Staff

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AT RIGHT: PRIDE IN UNIFORM—SK1 Preston Carlisle proudly wears the new Navy enlisted uniform authorized for all rates earlier this year. Photo by PHC Charles L. Bossi.

USN

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THE NAVY MAKES MUSIC

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THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DECEMBER 1973 Nav-Pers-O NUMBER 683

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AT LEFT: NAVAL AIR POWER — shows off its might for guests aboard USS Coal Sea. High above the flight deck, a large contingent of "new sailors" enjoy a bird's-eye view of the air show.

- FRONT COVER: ICE CAVE — A view of the Ross Sea pressure ridge near the Navy's main camp at McMurdo Station, Antarctica. Photo by PH3 William Curtsinger, USN. (See related article on page 2).

ANTARCTIC

Top: Beardmore Glacier presents a beautiful sight as seen from the flight deck of a Navy LC-130 Hercules aircraft. Above: A caterpillar traxcavator transports a load of cargo at Williams Field, Antarctica. Right: Don Juan Pond in Wright Valley, an inland saltwater pool.

This is the season of the "first" and the season of the "last" on the White Continent — the frozen expanse at the bottom of the world — Antarctica.

The "first" involves Lieutenant Ann Coyer, the Navy woman officer who deployed this summer support season to McMurdo Station on the edge of the Ross Sea Ice Shelf, to spend her time between October and February as administrative officer for the Naval Support Force. She thus becomes the first woman to officially accompany the Navy to the ice.

The total winter population this past year was 200. The current population (it's summer down there) is close to 2000, including Navymen and personnel of the Coast Guard, Air Force, Army and scientists working as part of the Navy-directed Task Force 43.

There have been other women who spent some time in the Antarctic in the past — including, for example, a couple of women scientists who accompanied their husbands as part of the USARP (U. S. Antarctic Research Program) team in recent years. Old Antarctic hands recall the visit of a few stewardesses aboard an airliner which touched down briefly on the White Continent way back in the 1950s during a resupply flight. But LT Coyer is the first Navy woman to see duty in Antarctica.

As Ann Coyer is the first, the Seabees are in the process of chalking up their "last." Members of the Navy's Mobile Construction Battalion 71 will complete the new South Pole Station which was started three years ago. Civilian contractors will do the construction projects in future years.

Since the erection of the famed "Seven Cities of Antarctica" in the mid-1950s, the Seabees have been synonymous with the White Continent. They built McMurdo, Byrd, South Pole, Palmer, and every station and scientific camp used by Americans on the ice, usually in cold so severe that it could shatter the blade of a giant D-8 tractor as though it were glass. Taking nature in her most rugged state, the Seabees of the United States Navy turned the vast, cold emptiness of the continent into a living monument to their arm of the naval service. From the ice tunnels of Byrd, to the atomic power plant of McMurdo, and even to the new, two-story steel dome now at 90 degrees South, the land attests to their presence and their determination.

Yet, there is still another "first" being recorded this year on the land that has been called the World's Icebox. Four women scientists will be conducting research projects there and two of them, from DePaul University in Chicago, will also spend the coming winter season — from March through September — on the continent. Along with LT Ann Coyer, they will help to break down age-old barriers on a continent which has placed almost insurmountable barriers in the path of man since the days of the world's earliest navigators.

Time and man's inroads are but passing things in the land below the 60th Parallel. Since the 18th century, the land has acted as a magnet drawing men to her. She has, as well, acted as a most cruel mistress to man who defied her forbidding greatness, whether he be Ross, Scott, Byrd or Dufek. She yielded her secrets in a miserly fashion and exacted a high price on her white poker table — the trump card, as Scott found out and Byrd nearly learned, was death — a numbing, painless journey for those who dared the ultimate journey in life.

The ponies of Scott and sled-dogs of Amundsen gave way to tractors and other machines of man as the conquest of the unknown took its final shape in the 20th Century. Byrd's "tin goose," its tri-motors howling over the Pole on 29 Nov 1929 gave way to the four-engine *Hercules* transports flown by Antarctic Air Development Squadron Six today. And these transports now share the skies with the C-141 *Starlifter* jets of the U. S. Air Force as modern aviation gets man and his supplies from one point to another on the continent in a matter of hours, over trackless plateaus which — yesterday — took months to cross.

Heating systems, too, have changed vastly, allowing man to spend the entire year on the continent rather than a few weeks or months as in the past. Wood-burning and kerosene stoves gave way to oil-burning ones, and now atomic power — as used at McMurdo Station — points the way to the future. Campsites made up of a few tents gave way to huts and, as the crushing snows built up season after season in the interior, man went underground — first with the wonder arches at Byrd, now to the geodesic dome, connecting tunnel and underground station at South Pole.

There was a time, too, when all oil reached the continent in palletized drums. By ship and by plane the heavy, bulky cargo arrived in small lots, barely keeping up with the demands of those on the ice.

Now the giant tanker, USNS *Maumee* (which began her antarctic runs in 1969, replacing the smaller tankers like USNS *Chattahoochee)*, makes on-time deliveries each summer support season, using the new ice pier at McMurdo station. (She will bring in more than six million gallons this year.) Coast Guard icebreakers — *Glacier* and *Staten Island* — cut the channel from the open sea leading to McMurdo, through the Ross Sea Ice shelf, allowing *Maumee* and fellow Military Sealift Command cargo ship USNS *Pvt. John R. Towle*, to offload directly adjacent to the station. In previous seasons, cargo ships got as close as they could to the station, "deadmanned" themselves to the ice, and tractor-drawn sled trains muscled supplies miles inland to the main camp. Long hoses stretched along the ice were used to pump the avgas and oil from visiting tankers, to bladders and tanks, a method which required many a Navyman to "walk the line" for miles in the bitter cold, checking for leaking hoses. "To walk the line" at McMurdo was akin to drawing the midwatch any place else in the Navy, yet it was a vital task to conserve gas and fuel brought to the continent at tremendous cost. Planes have huge appetites, yet a plane on the ice because of a shortage of avgas was about as useful as an expensive racing car without an experienced driver.

USNS *Towle* will bring in 2300 tons of heavy, bulky stuff this year as she has in the past. The rest of the cargo which is brought to the Antarctic, however, will be ferried in by the *Starlifters*. The air cargo — an estimated 500 tons of supplies and about 100 tons of fresh provisions and mail — will be further air-ferried to the inland stations by the *Hercs* of VXE-6. The Air Force plans to make 32 flights to the ice runway at Williams Field, adjacent to McMurdo Station, over a 12,500-mile resupply route stretching from the eastern seaboard of the United States. Navy, U. S. Air Force, and some Royal New Zealand Air Force planes (the New Zealanders operate Scott Base, not far from McMurdo) will make numerous flights during the summer season over the rugged waters south of New Zealand — 2100 miles over water so cold that humans have an estimated life-span of less than five minutes in it. Luckily — to some extent — all planes carry antiexposure suits for all per-

Left: USNS John Towle waiting near the foot of Mt. Erebus before following through the ice-packed channel to McMurdo Station. Below: An exhaust shaft cut into Byrd Tunnel houses power and utility equipment. Right: Laying nylon netting in the process of unloading cargo.

Left: Steelworkers of MCB-71 erect the wonder arch of Siple Station.

sonnel, along with rafts and the usual sea survival equipment. Back-up search airplanes at New Zealand and McMurdo—along with a radar picket ship halfway along the line—provide White Continent travellers with a degree of physical and psychological assurance.

What's the purpose of it all? Well, about 175 U. S. scientists, representing 70 universities all conducting studies funded by the National Science Foundation, carry on with projects year after year at the six permanent U. S. stations there. The scientists do the research and the studying; the Navy gets them from one place to another, feeds and houses them and — in a sense — is charged with the "housekeeping" chores of the overall scientific endeavor. The United States is one of 12 nations which signed the Antarctic Treaty in 1957 to engage in the scientific conquest of the land.

To look for immediate, even annual, results in this field would be foolish. As one scientist put it years ago, "Science is continually building a wall of knowledge. If we can put only one brick in the wall, we will have done our job."

Special emphasis this year at McMurdo Station area centers around the expansion of a diesel power plant while conducting the third season of a scheduled four-year international field exploration and drilling program. This project, which will collect a glacial history of McMurdo Sound and the nearby dry (clear of snow) valleys, will be one of the primary support projects for the U. S. Navy.

Seven new holes will be drilled this summer (October through February) in the area. They will be located at: McMurdo; Lake Vanda; Don Juan Pond; Lake Vida; Lake Bonney; Lake Fyxell, and on a delta near the coastline area of New Harbor.

This international project will have members from Japan, New Zealand and the United States.

Also at McMurdo, several programs will be carried out in search for additional information on the Ross Ice Shelf — a gigantic ice area which has sparked the interest of science since the first explorations. Scientists will study ice thickness, physical properties, water depth, and the characteristics of sub-sea sediments and underlying rocks. They will also undertake measurements of tidal ranges and gravity. All this activity is in preparation for the scheduled Ross Ice Shelf Project during the 1974-75 field season which will see the first drilling through the shelf itself.

The cold weather experts from the Army's Cold Region Research and Engineering Laboratory will also be active in the Antarctic this season with a vital study. A four-man team will evaluate three possible sites in the Pensacola Mountains for suitability as a runway on land for heavy wheeled aircraft (the *Hercs* are ski-equipped while the *Starlifters* are not). The idea is to get information as to the type of terrain modification necessary and exactly what equipment would be necessary to prepare each site. Object of course is to provide a landing site for year-round use — winter landings at McMurdo and the inland stations can be hairy to say the least.

At present, 200 Americans "winter over" on the continent, that is, spend the months from March through September in complete isolation at various stations. The largest group is at McMurdo; one American stays at the Soviet Union's Molodezhnaya Station (one Soviet exchange scientist spends the winter at McMurdo); two Americans are at Australia's Casey Station; larger numbers are at Amundsen-Scott South Pole Station and Palmer Station; and four civilian scientists are at Siple Station. The Siple Station endeavor is unique in that this past winter was the first time that only civilians operated a station in the Antarctic, without the aid of U. S. Navymen.

From Marie Byrd Land, to the Polar Plateau, to King George Island — to name but a few places — Antarctica is a study in white; an endeavor of nations, scientists and U. S. Navymen seeking answers to man's progress and problems on terra firma.

— J. Coleman

Right: A Navy helicopter deposits scientists from the U.S. Geological Service on an Antarctic mountaintop.

HOT FACTS ON

COLD WEATHER

Now is the time for all good Navymen to button up their overcoats. Well, maybe not *all* Navymen but certainly those who are in climes where the northwind blows cold and the snow flies at least some of the time. It's the time of year when Old Sol goes south and cold Arctic air sweeps in from the polar regions often bringing with it inconvenience, discomfort and sometimes tragedy.

As almost any watcher of the TV weather report knows, trouble starts when cold northern air confronts a mass of moisture-laden warm air. When the two air masses having different temperatures and densities collide, the resulting disturbance becomes an intense low pressure system. Often thousands of square miles are affected as these disturbances sweep in a circular motion over large areas of the globe.

Water has a great effect on weather; storms of winter are no exception. Navymen familiar with weather patterns in the Pacific know that storms form along the eastern Asian coast and move toward Alaska while others, especially those which are born along a mid-ocean Arctic front, move southward, hitting the coast as far as California.

The Rocky Mountains are an effective barrier against most storms moving in from the Pacific but there are weak points in this wall. A few disturbances rise above the peaks to again gather their strength on the eastern side.

Navymen who have lived in the midwestern and southwestern regions of the United States have probably heard of Colorado cyclones. Similar, but perhaps less familiar, are the Alberta cyclones. Both move eastward, frequently converging over the Great Lakes which, like the oceans, manufacture their own storms.

The "nor'easters" or "Cape Hatteras storms" have been well known to sailors since colonial days and before. They occur when polar air meets warmer Gulf air, often off the Virginia or Carolina coasts in the general area east of the southern Appalachians.

Since these disturbances form over water, it is anybody's guess as to the course they will take. A Navyman stationed along the eastern seaboard probably has been tempted to curse the weather forecaster when he awakens to find his car buried under an unpredicted snow. He is almost (but not quite) as annoyed when he heeds snow warnings, makes preparations, then awakens to find the sun shining.

Although the victim of these miscalculations may swear the weatherman is always 100 per cent wrong in his predictions, the forecasting of foul weather (which was reasonably good before) definitely improved in 1969.

During that year, the U.S. Departments of Commerce, Defense and Transportation tightened their defenses against unexpected behavior of winter storms. The methods used included reconnaissance aircraft, ocean buoys and a new weather ship. Predictions were still an hour-to-hour proposition, but forecasting a storm's erratic behavior did improve, making for less disgruntled citizens on both land and sea.

Although some may be irked if they don't receive a predicted winter storm, they shouldn't be. Snow and winter storms in general can be killers and you do not have to be snowbound to be harmed by their ravages.

During the storm seasons between 1936 and 1969, for example, snowstorms were the direct or indirect cause of death for 3000 people. More than a third of these died as the result of accidents — automobile or otherwise. Slightly less than a third were chalked up to overexertion, exhaustion and heart attack. Less than 400 deaths were attributed to exposure and freezing and the rest were the result of miscellaneous causes such as carbon monoxide poisoning, home fires, collapsing buildings and even electrocution (from downed wires). About half of the winter deaths reported between 1936 and 1969 occurred in New England, New York and Pennsylvania.

Those who live and work in these areas — and other places where severe winter storms sometime occur, would be wise to heed these statistics and take precautions against possibly becoming one more statistic.

Be particularly wary when ice forms on overhead electric wires, they could suddenly come crashing to the ground. It almost goes without saying that fallen wires should be reported to the electric company and they shouldn't be touched.

It should also go without saying (but statistics indicate otherwise) that pavement covered with ice is extremely dangerous for pedestrians and drivers alike. Many come to grief when there is enough snow over the ice to provide traction. When the temperature is in the 20s and traffic converts a two-inch snowfall to slush, watch out! The slush will again freeze and quite probably be polished by auto tires to skating rink slickness. If the ice is then covered by a thin layer of snow, both pedestrians and motorists frequently are unaware of the danger to which they may fall prey.

A motorist traveling faster than conditions allow can easily be sent crashing into something solid, to the detriment of himself, his passengers and his car. Pedestrians accustomed to traffic stopping at signal lights may also get into trouble. It is easy to forget that an approaching driver may lack the control over his car to which he is accustomed. Assuming a driver can stop where he is supposed to can lead to tragedy.

Most drivers are aware of the fact that ice forms on bridges before it forms on the road; that, when skidding, the car's wheels should be turned in the direction of the skid; that brakes should be gently pumped when wheels are on ice and never applied strongly or suddenly; that speed is especially dangerous on ice and snow. Even though you think the rules of winter driving are thoroughly familiar, a review never hurt anyone.

If you find yourself stalled or snowbound in a car, it is wise to keep a window cracked on the downwind side to preclude the possibility of asphyxiation from carbon monoxide which may seep undetected into the car. If you need your heater, keep the motor idling at its lowest level and avoid sitting in one position for a long period of time. Vigorously move your arms and legs periodically to maintain circulation.

Navymen, because of their work, can be exposed to various types of cold injuries during the winter months. Cold injuries can extend in severity from a mild case of chilblain to loss of extremities and death by freezing. While the medical department has developed better methods for treating such injuries, the best treatment is prevention. Presently, there are four recognized forms of cold injuries:

Chilblain: This is the mildest of dry cold weather injury. It occurs most often from repeated and chronic exposure of bare skin to temperatures from the low 60s down to 32°F. It is a very common occurrence in populations that do not have central heating. In an acute case of chilblain, the exposure skin is red, slightly swollen, hot, somewhat tender and may itch. In chronic cases, the skin is red, rough and cool to touch. Many cases of "chapping" are, in reality, mild cases of chilblain due to prolonged exposure to cold.

Chilblain itself is not serious and there is never loss of tissue from untreated cases. The best treatment is to dress adequately to prevent continued exposure and the use of bland soothing ointment for the itching and discomfort.

Frostbite: This is superficial freezing of the skin following exposure to extreme cold to temperatures generally at or below 20°F. The ease of contraction depends upon a combination of wind and temperature. The higher the wind and the lower the temperature, the faster exposed skin can become frostbitten. It is common on the face, hands and feet. Its onset is signaled by a sudden blanching of the skin which may be subjectively noted as a momentary tingling sensation.

Frostbite can be classified into two degrees of severity.

- First degree is the mildest form and results in a redness of skin with loss of the superficial skin — very similar to mild sunburn.
- Second degree frostbite will have blister formation followed by desquamation (peeling) of the injured tissue, again very much like a second degree burn.

The best treatment is prevention by wearing proper clothing and avoiding continued exposure. When the need exists for prolonged exposure, the "buddy system" of two men watching each other for the telltale, yellow-white spots will minimize tissue damage by early detection. In severe cold, if your face, hands or bare skin stop hurting, investigate. You probably have frostbite. When felt, frostbitten skin may be cold, frosty and stiff.

The best treatment for freezing injuries is quick thawing in a water bath of 104° - 108°F. Superficial frostbite is rarely seen where such treatment is readily available. In the field or aboard ships, it should be immediately treated whenever encountered by placing a warm hand over the spot until it hurts again. Frostbite of the fingers can be treated by placing them inside your clothes and next to the skin. Under the armpits is an excellent place to warm the hands.

First or second degree frostbite, if promptly treated, is not serious and will not result in any permanent damage to the tissue. If, on the other hand, frostbite is not treated and measures are not taken to prevent further prolonged exposure to the cold, the deep tissues can become frozen with the formation of ice crystals in the deep tissues. Unthawed, it is painless and the tissues have a pallid, yellowish color and appear waxy. Skin will not roll over bony prominences. The extremity may become quite solid to the touch. Termination without proper treatment is usually dry gangrene with loss of frozen tissues.

Treatment must be in adequate medical facilities.

Rapid rewarming is the treatment of choice, but must not be undertaken until the person is at a medical facility where proper care can be given. If the frostbitten tissue is thawed and then refrozen, loss of digits and perhaps the hand or foot is the invariable outcome. Rather than thaw in the field, it is preferable to keep an extremity frozen for several hours more to enable rapid rewarming and immediate hospital care.

Hypothermia: When the entire body is exposed to low temperatures, body heat may be lost faster than the body can produce it to maintain a constant core temperature. The normal core temperature is about 98.7°F., when this internal temperature drops below 95°F. the body functions slow down, and uncontrollable shivering takes place. When the core temperature reaches between 75°F. and 80°F., death usually results. General hypothermia (subnormal temperature) can take place very rapidly when immersion in seawater without adequate protection takes place. Treatment should be by medical personnel with rapid rewarming either by placing in a hot bath or wrapping in blankets with heating pads. One of the major hazards to watch for during the rewarming phase is shock. Patients, during this phase, are prone to go into deep shock and adequate medical facilities must be available to treat the patient should shock ensue.

Immersion Foot: The above injuries, except immersion hypothermia, are generally the result of exposure to dry extreme cold, whereas immersion foot, commonly known as trench foot, results from wet cooling for hours or days of an extremity at temperatures above freezing. Dependency and/or immobility of the extremity aggravates and predisposes. Sailors in seawater or Marines with wet feet in foxholes can develop immersion foot. While it was thought that body chilling and cold had to be present, a similar condition has been seen in Vietnam and dubbed "rice paddy foot." The common feature is prolonged exposure of dependent extremities to moist environments with generally restricted movements.

At first, the foot is cool, swollen, waxy and mottled with cyanotic (purplish) to blue splotches. Walking is difficult; the skin is anesthetic and deep muscle sensation is lost. In the second stage, the feet are red, swollen and hot. Blisters often form, with throbbing pain. It is generally severe and, even with the best treatment available, disability may last for months or years. As with the other cold injuries, prevention is the treatment of choice. Keeping the feet dry is of prime importance with frequent exercise or massage of the feet. Dry socks should be put on at least daily and more often, if needed. Should walking become difficult or skin or sensation be lost, immediate medical care should be sought.

Care should be taken in severe cold when thermal boots are worn which prevent the evaporation of perspiration. The foot can be continually bathed in its own perspiration and result in mild to moderate cases of immersion foot.

In addition to these cold injuries, winter weather can create additional health hazards. The need for, and use of, fire to provide warmth not only produces a fire hazard but many products used for fuel can produce carbon monoxide. Carbon monoxide kills through asphyxia even in the presence of adequate oxygen. As the gas is odorless, colorless and tasteless, it may not give any subjective warning before collapse. In some cases, affected persons may have headaches, dimmed vision, dizziness, nausea and weakness before becoming unconscious.

During winter months, one must ensure that there is adequate ventilation in buildings, vehicles and aircraft when running engines. Unventilated engines or heaters should not be used nor those with defective exhaust systems. Persons suspected of being overcome by carbon monoxide should be moved to fresh air immediately and given 100 per cent oxygen, with artificial respiration, if needed.

One last area of concern in cold weather is overexertion with an increased incidence of heart attack. Navy males, especially those in their 40s and 50s who have jobs where they fail to maintain an adequate exercise program and are physically out of shape, should be especially careful. Come winter and the first heavy snow, out they go to shovel off the walks. On exposure to the cold air, the body tries to conserve heat by constricting the vascular system at the same time the man is overexerting himself. Such conditions produce a prime candidate for a coronary attack.

Again, prevention is the key. Don't overexert. In addition, keeping fit is of prime importance. Eat a well-balanced diet, keep the weight down, maintain a physical fitness program and work at a leisurely pace.

— Robert Neil and
CDR Paul Tyler, MC, USN

WIND and MOBILE HOMES

Navy families who have mobile homes in high windy areas should take elementary precautions for mobile homes are particularly vulnerable. They should be tied down.

Many manufacturers install anchoring straps under the mobile home's skin and these can be used for tiedowns. Otherwise, the owner will have to improvise. If you are lucky, your park will have something (usually trees or shrubs) to break the force of the wind. It may also offer solid concrete foundations and steel anchor locations on your site. If straps and anchors are not already available, galvanized steel strapping or cable and anchoring devices are commercially available. Anchors should be able to withstand at least 4800 pounds. Consult a local expert concerning the type best suited for your circumstances. In addition to straps and anchors, you should also have tensioning devices for drawing the sets tight and, of course use buffers wherever straps rub against your mobile home.

Two sets of tie-downs are considered advisable — one for the frame and one for over the top. To protect yourself in winds to 85 mph, one set of frame tie-downs should be placed every 10 feet along the length of your home. The end tie-downs should not be more than five feet from the end of the home. Over-the-top tie-downs should follow studs and rafters near the ends of the mobile home and be buffered at the top corners to prevent abrasion from cables rubbing against the mobile home's exterior surface.

Most areas of the country offer commercial tie-down facilities which cost between $150 and $250. If you doubt your ability to do a proper job, money spent hiring an expert might pay off in safety.

CHILL FACTOR

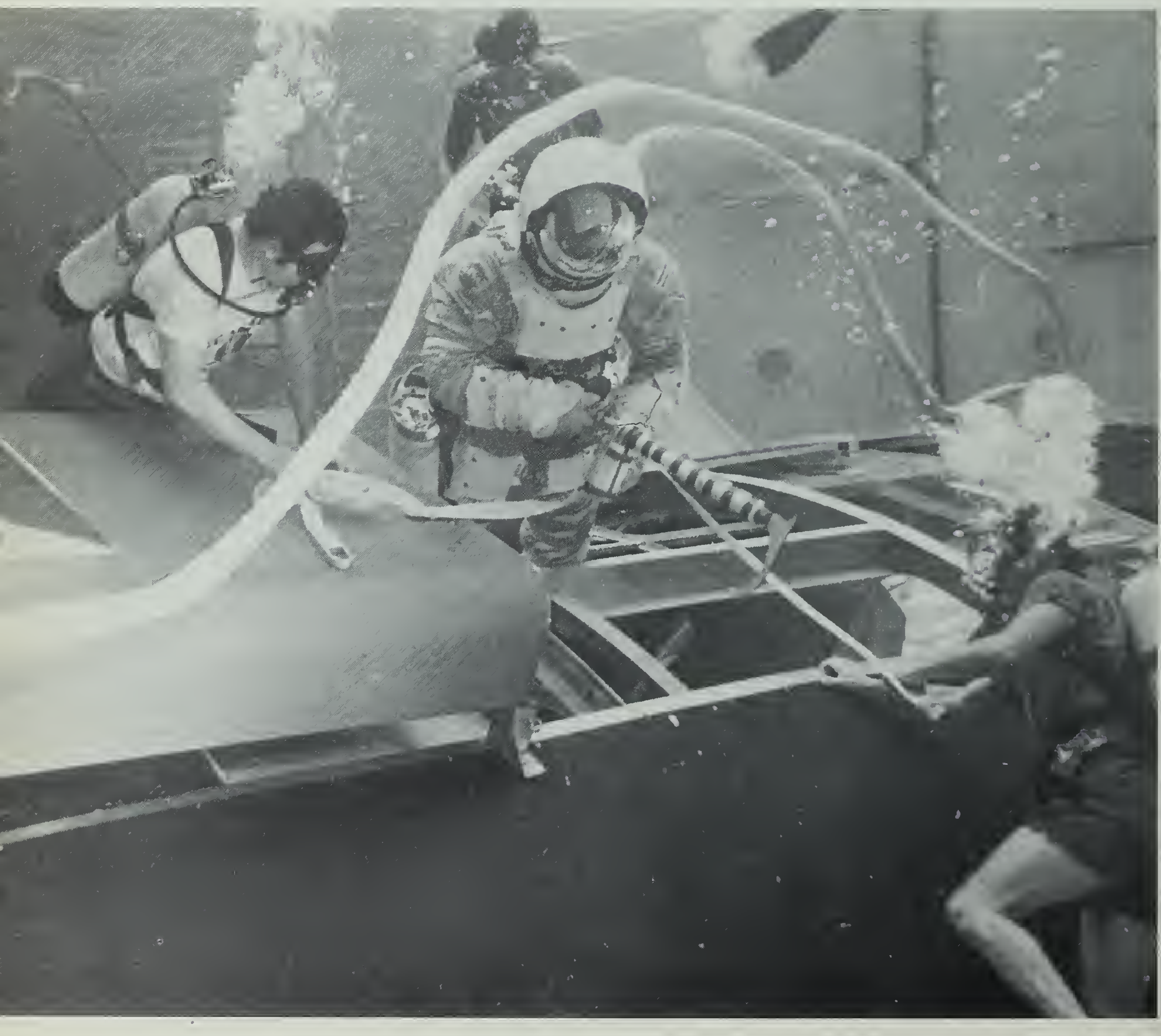
When you look at a thermometer, you can tell what the temperature is, but you won't necessarily know how cold it is. The degree of coldness depends upon the combination of temperature and wind velocity.

The chill factor of the air should be considered if frostbite and other dangers of winter are to be avoided. By matching the wind velocity and the temperature columns on the chart below, you can learn just how chilly the air really is. The chart considers constant winds, not gusts.

Equivalent Temp. (°F.)		AIR TEMPERATURE (°F.)															
		50	45	40	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25
WIND VELOCITY IN KNOTS	0	50	45	40	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25
	5	45	38	34	29	24	19	14	9	3	-2	-8	-11	-19	-23	-28	-32
	10	38	31	26	20	14	8	3	-2	-10	-18	-25	-30	-37	-43	-48	-53
	15	33	27	20	12	5	0	-8	-15	-20	-28	-35	-40	-48	-58		
	20	28	22	15	7	2	-7	-15	-21	-27	-35	-40	-47	-58			
	25	26	19	12	3	-3	-10	-18	-25	-32	-37	-45			LESS THAN -60°F		
	30	25	17	10	1	-8	-14	-23	-28	-35	-43	-48					
	35	20	15	8	-1	-10	-15	-25	-30	-38	-45	-50					
		CHILL CONDITION II					CHILL CONDITION III			CHILL CONDITION IV			CHILL CONDITION V				

Navy Divers and Skylab:

Simulating OUTER SPAC



ON EARTH

For the past two years a group of nine Navy divers has been working at the Marshall Space Flight Center near Huntsville, Ala., in a huge zero-gravity simulator used by the National Aeronautics and Space Administration (NASA) to train Skylab astronauts.

The Navy enlisted men are members of the underwater demolition and SEAL teams. They are on loan to NASA by the Department of the Navy to work at the Marshall Center's Neutral Buoyancy Simulator (NBS), a tank 75 feet in diameter and 40 feet deep which holds 1.4 million gallons of water.

The largest such simulator known, NBS has had a prominent role in both the design of the Skylab space station and the training of its crew. Astronaut training is geared to readying Skylab crewmembers for extravehicular activities (EVA), or astronaut activity outside the confines of the spacecraft.

Each three-man Skylab crew has undergone numerous training exercises in NBS and each time they train, the Navy divers are very much involved. The object of the training is to simulate the weightless environment of space. Submerged in the simulator, the astronauts are moved to a platform by the divers where they are "weighted out." This process involves attaching a harness to the astronaut which has pockets containing lead weights at the torso, wrists, thighs and ankles. These weights are carefully added or subtracted until neutral buoyancy is achieved — they neither sink nor rise in the water. This environment is similar to the weightlessness of space.

Once neutrally buoyant, the astronauts are ready to begin training exercises; two safety divers are assigned to each at all times, in case they should need assistance. The Navy divers are generally used in this role.

The Navymen spent most of their time at Marshall as safety divers for the astronauts or in removing and making modifications to the simulated flight hardware used in the tank. Still, their presence became even more valuable when Skylab later developed problems in orbit.

Skylab's problems initially began about one minute after liftoff when the meteoroid shield was torn off as the vehicle passed through its highest aerodynamic pressure point. The loss of the shield also apparently caused one of two solar panels used to generate electricity for Skylab to be torn away and jammed the other in such a way that prevented its full deployment.

The meteoroid shield was designed to protect Skylab from possible impacts of tiny space particles, providing enough resistance to make them splatter and lose energy before striking the inner walls of the workshop. It was also to provide protection from the sun's unobstructed rays. The latter caused the greatest concern to space officials.

When the shield was lost, the space station was exposed to temperatures on the outside which were about 200 degrees higher than had been expected or for which it had been designed. The workshop internal temperature began to rise rapidly and in almost a straight line slope. Space officials knew corrective measures had to be taken if the station was to be saved.

It was decided by NASA to delay the launch of the first Skylab crew, a launch that was to have taken place about 24 hours following the launch of the unmanned space station. The delay would give the space agency time to, perhaps, develop a means of cooling down the Skylab and devise a way of deploying the jammed solar wing.

The Navy personnel at Marshall suddenly became heavily involved in the problem-solving efforts to save Skylab. Program officials decided that some sort of solar or heat shield would be launched with the crew and deployed over the workshop to reduce the extremely high temperatures. Since the shield concepts had to be tested, the Navymen were called upon to assist in the use of the NBS for the deployment tests. Two of them were experienced in parachute rigging since they were UDT members — the remainder were SEALS — and they were asked to fold the test shields to ensure proper deployment.

When the marshall Center "twin-pole" solar shield was decided upon as one which would be taken up by the Skylab crew, Navy men EM3 Richard A. Pouliot, BM1 Alfred A. Ashton, MM2 Roger A. Gant

In the neutral buoyancy simulator (NBS), Marshall Space Flight Center engineer Charles Cooper (in spacesuit) practices with the "shepherd's hook" to be used on Skylab. He is kept company by Navy divers who stand by in case of any emergency.

Navy diver, HT2 Ken Wilkerson, helps astronaut Gerald Carr, commander of the Skylab 4 mission, into the water-filled simulator for a training session.

and AE1 Charles W. Fellers packed the flight shield for storage in the command module of the spacecraft that would take the astronauts to rendezvous with the crippled space station.

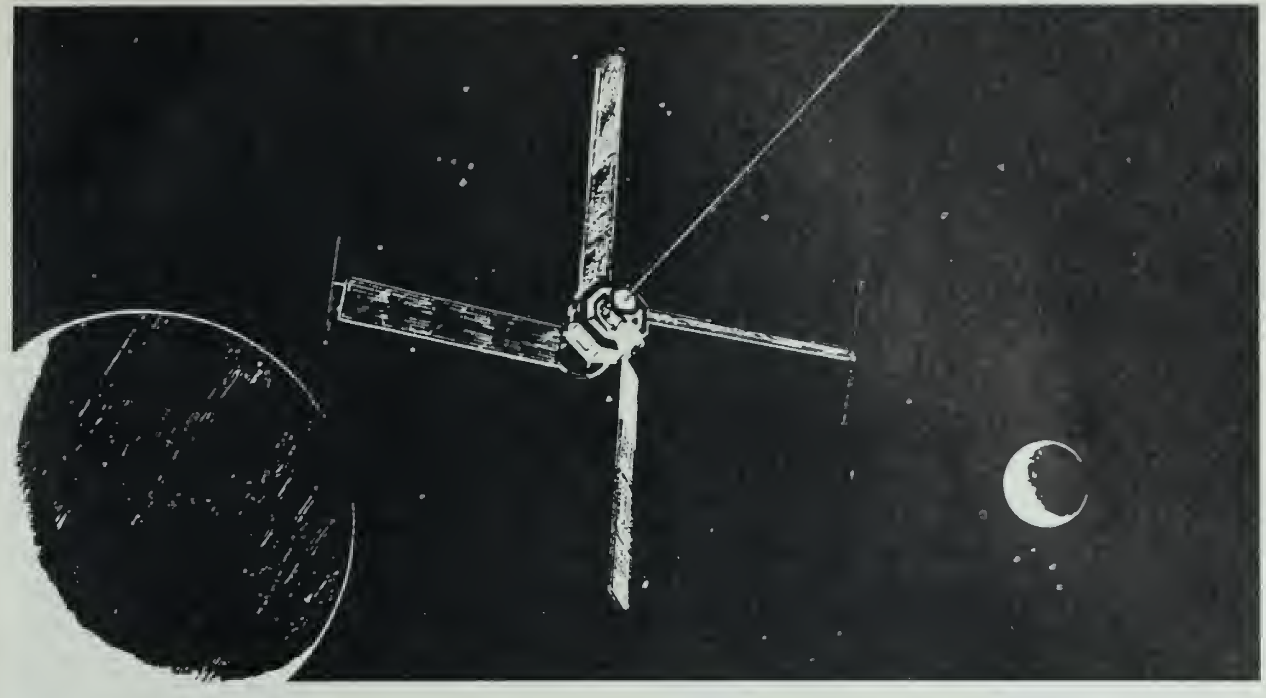
Another Navy man, EM1 Michel P. Bennett, was given the assignment of packing a rope "clothesline" to be used with the Marshall sail. Bennett later traveled to the Kennedy Space Center to pack the flight clothesline.

Navy personnel also played an active role in the development of procedures and tools used to cut a metal strap which was jamming the solar wing of Skylab. When astronauts visited the Marshall Center to test tools, the Navy divers were there to assist them. A set of cable cutters — developed and tested at the Marshall Center — were eventually used by the Skylab 2 crew to cut the strap and free the solar wing.

James Splawn, chief of the NBS, praised the efforts of the Navymen, saying, "Those guys are fantastic. During the two-week problem-solving period here they worked an average of 21 hours a day, some days around the clock, and their attitude never changed. They were determined to get the job done."

The Marshall Center is NASA's largest field center. It was there that the *Saturn* family of heavy space rockets were developed. The *Saturn V* was used to launch men to the moon and the small *Saturn* IB is being used for the manned Skylab launches. Marshall was also charged with developing most of the hardware for the Skylab program, including the workshop, *Apollo* telescope mount, airlock module and multiple-docking adapter.

Besides those already mentioned, the other Navymen who participated in the program were OSC P. T. Gruber, SMC D. L. LePage, EN1 A. B. Ebner, and HT2 R. K. Wilkerson.



Navy Astronautics Group
SATELLITE NAVIGATION

An orbiting Transit *satellite races around Earth at four miles a second. The payload is an octagonal drum, the size of a large hatbox. It is crammed full of electronics circuitry, memory banks, oscillators, storage batteries, radio receivers and transmitters. A 100-foot-long tubular boom extends upward to keep the transmitting antenna on its base pointing toward Earth, 600 miles below. Through the modern miracle of microminiaturization, the Navy navigation satellite, containing more than 34,000 components, weighs less than 120 pounds.*

For every pound of satellite in orbit, there are tons of supporting equipment on earth — receiving, computing, timing, telemetry and transmitting gear — operated by men of the Navy Astronautics Group. These men manage the constellation of *Transit* satellites and keep each of them supplied with navigation information for broadcast to the Fleet.

Twice a day, the Navy Astronautics Group resupplies the memory of each orbiting *Transit* satellite with navigation information — enough to last for another 16 hours of consecutive, two-minute broadcasts. The orbiting satellite is programmed to transmit excerpts from its memory content progressively at two-minute intervals throughout its useful lifetime.

At sea, a shipboard navigation set receives the broadcasts from a passing *Transit* satellite. At the same time that it recovers information locating the satellite in space, it measures an apparent frequency change that takes place while receiving *Transit* satellite signals — the so-called *doppler shift*. Doppler shift measurements act as a beacon to locate the position of the ship at sea in relation to that of the *Transit* satellite in space. In a matter of moments, the navigation set applies these known factors to the navigation equation to solve for the ship's true position —

latitude, longitude and satellite time.

It's as quick and easy as that, without constraints imposed upon conventional navigation by visibility, weather conditions or time of day. No optical sighting is necessary, no attitude stabilization. No angles such as are used by a sextant need be measured. All that is required is a navigation set to receive and process continuous wave, phase-modulated signals from a passing *Transit* satellite to compute a precise fix.

So far as the user is concerned, the system is passive, requiring no radio transmissions on his part.

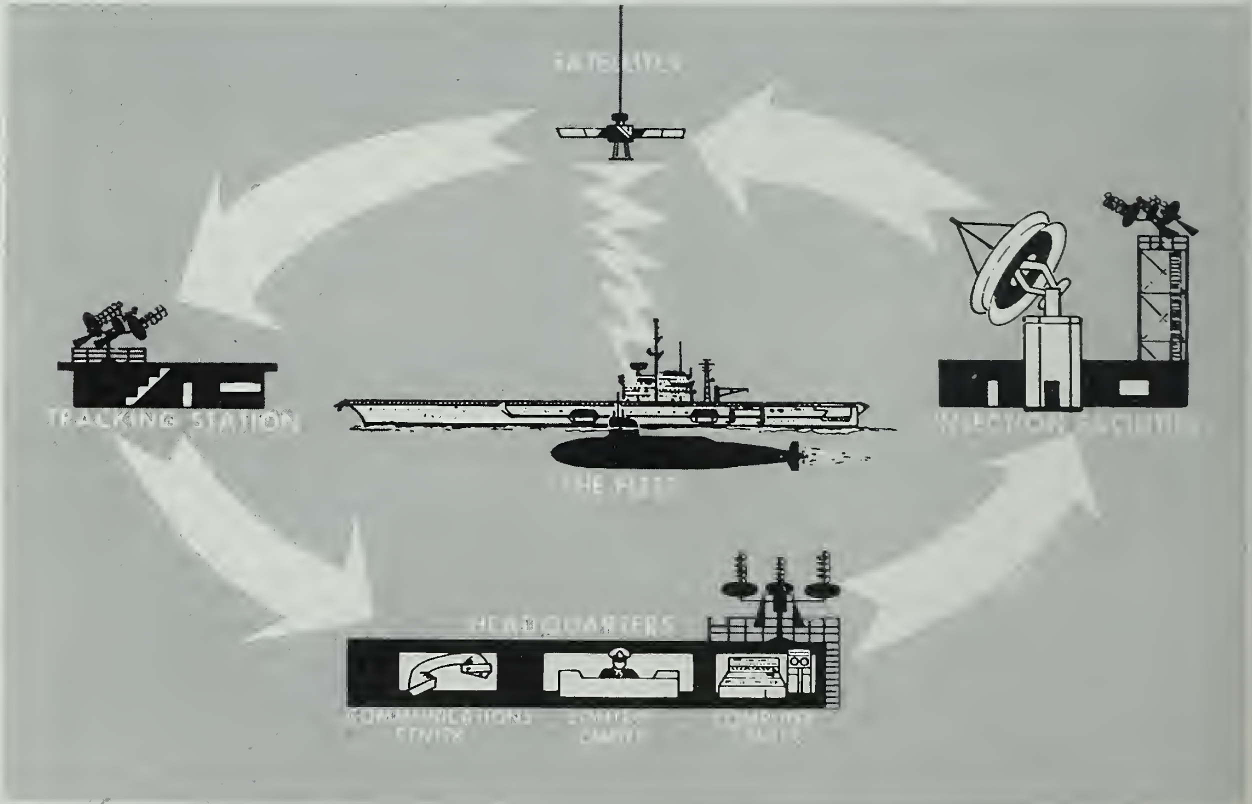
The Navy Astronautics Group was established at Point Mugu 10 Apr 1962 to operate the service's space and satellite systems. Since then, they have operated the Navy Navigation Satellite System (NNSS) to provide naval operating forces around the world with navigation references broadcast by orbiting *Transit* satellites in space, by which navigators fix their precise positions at sea.

lites in orbit, it is the oldest Navy space program to do so. Without interruption, the Navy Astronautics Group has supplied worldwide, all-weather, position fix services to the Fleet since 1964. On 11 Oct 1968, the NNSS was declared operational to the Fleet by the Chief of Naval Operations. As of 1 August this year, Astronautics Group had performed 16,238 successful satellite injections, with 99.969 per cent reliability.

In 1967, as chairman of the National Council for Marine Resources and Engineering Development, Vice President H.H. Humphrey authorized manufacture and sale of nonmilitary versions of navigation sets for public use, in line with transfer of Navy-developed technology whenever civil applications are feasible (OpNavInst 5700.13). With the NNSS, it is possible to return unerringly to a fixed location at any future time. This precise navigation aid is widely used by other government agencies, the Merchant Marine and industrial and institutional research organizations in such diverse fields as commercial shipping, offshore oil and mineral exploration, oceanography, coastal charting and transoceanic cable laying operations.

The five *Transit* satellites making up the present-day constellation are in near-polar orbits, at nominal altitudes of 600 nautical miles. They cross over the poles, but are separated at the Equator to provide widest coverage. Waiting time between fixes is long-

Below: Chart of the cycle of events of the Navy Navigation Satellite System. Facing page: Satellite injection supervisor, ETC A. W. Warburton, locks onto satellite braodcast using an AN/BRN-3 receiver.



est at the equator; the higher the latitude, the more frequently *Transit* satellites come within range. On an average, *Transit* satellites are available about once every one-hour-and-45-minute period.

Headquarters of the Navy Astronautics Group at Point Mugu houses the Satellite Monitoring and Control Center, the NNSS command post. There, too, are the communications center and central computer complex. A network of satellite tracking-and-injection stations extends across the continental U. S., in Maine, Minnesota and California. A satellite tracking station is maintained in Hawaii.

All stations track each passing *Transit* satellite and report latest orbital observations to headquarters. In effect, yesterday's and today's tracking reports are used to compute tomorrow's orbits. Orbital predictions are built into satellite injections messages, transmitted to update each satellite memory twice a day. These predictions are timed to come true when they are broadcast, the instant they are received on earth. Thus, each *Transit* satellite continuously describes its whereabouts in space as it orbits the earth.

The Navy Astronautics Group at Point Mugu operates this utilitarian constellation of *Transit* satellites and keeps each of them supplied with material for broadcast to the Fleet on a 'round-the-clock basis. The Navy Navigation Satellite System works day and night. It is the most accurate, dependable method of global navigation in use today.

Facing page: Artist's conception of a Navy navigation satellite in orbit. Above: Laguna Peak Tracking and Injection Facility at Point Mugu, Calif. Below: LT R. N. Hansen and Mel Webb man the Navy Navigation Satellite Systems Control Center at the Navy Astronautics Group Headquarters.

ASHORE AND AFLOAT

NAVY SPORTS

Once in America the year was divided into three parts. That season from mid-September to the first of January was known as Football. In high school, college, and professional stadiums around the nation, people would brave the cool breezes, huddle together with a common blanket, and hope their team crossed the 40-yard line.

Beginning in January and lasting through mid-March, the season was called Basketball. (In some isolated spots there was a weird variation of this called Ice Hockey.) Strictly an indoor sport because of the freezing weather outside, Basketball would call its followers into the arenas — or at least to the transistor radios — and teams of lightly clad men would work up sweats impossible in even the most violent heat of the next season.

The next season, of course, was Baseball—the national pastime. From mid-March to mid-September — and then for a glorious week in October known as World Series — Americans would enthrall themselves in all phases of the sport. Little Leaguers, in between innings, would discuss Willie Mays' average or the possibility that this year might be the year for 60 homers for The Mick as 1973 could be Hank Aaron's record year. People of all ages would spend the twilight hours spellbound by the golden throat of the local announcer calling the plays of the home team, whether it was the Louisville Colonels or the Brooklyn Dodgers.

Americans adhered very strictly to these seasons. The only overlaps tolerated were specifically designated by time, place and importance. Baseball was clearly dominant, and those who didn't recognize its dominance weren't listened to. The seasons of tennis, boxing, sailing, track and field, and golf, had small, unobtrusive followings. If you functioned in one of these seasons, you just weren't in the mainstream.

All of that is no longer true, however. At some point Americans discovered that football could be played in the spring and even summer. The nation didn't need baseball in order to survive the dog days of August. Golf could be exciting. Tennis was fun and most people with any coordination at all could play it. Boxing had a lot of colorful characters, and a track meet could be beautiful.

Things started to happen. Baseball teams moved west where once they only trained in the spring. Foot-

Left to right: Pool competition called for strong concentration in Destroyer Flotilla Five's first annual Olympiad. (2) Lifeboat racing. (3) Long jump. (4) All-Navy volleyball competition.

ball teams went south, and playing field temperatures rose to the mid-90s. People started playing basketball in the summer (some had been doing it all along and just hadn't been noticed). Suddenly, no longer could people tell when one season ended and the next began — and not as many people cared.

There was still a key to the mystery, however. In most parts of the inhabited world, there is a definite difference between winter and summer weather. Summer — that time when baseball once was — is still the time to play, and that feeling holds true with Navy people as well as any other. And in the summer of 1973, that's just what Navy people did — they played. They swam, they ran, they volleyed, they stole home, they hoisted sail — and they had a fantastic time at it.

The summer was kicked off at Pearl Harbor in May when amateur athletes from all over the Navy gathered there to compete in Destroyer Flotilla Five's first annual "Olympiad", a three-day affair which involved people from 14 ships. As PH1 William B. Fair, who supplied ALL HANDS with photos and information about the event, wrote, "These men were not highly trained athletes (as one might assume), but men assigned to the various ships homeported throughout the Pearl Harbor area. With the ambition to win and the courage to try, these sailors entered a series of competitive sporting events with their sights set on attaining the Olympiad's highest award, the Commodore's Trophy."

Taking home the top honors was the team from USS *Bryce Canyon* (AD 36) with 699 points. CDF-5 Staff ran second with 550 points. The decathalon winner was Lieutenant Lawrence F. Warnken of CDF-5, who barely edged out GMG2 Dennis Hicks of USS *Bryce Canyon*, 657-621.

In another series of competitions, USS *Fanning* (DE 1076) was named the 1972 winner of the Commander's Cup, sponsored by Cruiser-Destroyer Force, U. S. Pacific Fleet. That cup designates *Fanning* as having the best overall participation and achievement in a sports program. The second award — the Commander's Team Trophy — went to USS *Ramsey* (DEG 2) for her softball competition, and the Commander's Individual Trophy was taken by YN3 James Soule of USS *Gurke* (DD 783).

The victories are the results of many highly competitive sports programs in the Cruiser-Destroyer Force beginning on individual ships where divisions and departments are in competition and then advancing to ship-to-ship matches and finally inter-unit competition. The sporting events included in this competition cover a wide range — basketball, bowling, weightlifting, jogging, golf, slow-pitch softball, and intra-ship volleyball.

The team from *Ramsey*, for instance, set an impressive record in softball by taking 73 wins and only five losses. The team also won DesRon 35's softball tournament, the Long Beach Naval Station major league championship, was runner-up in the 11th Northern Area Tourney competition and placed fourth in the combined 11th/All-Navy tourney. YN3 Soule competed in basketball, bowling, softball, and football teams throughout the year in order to have his name engraved on the Commander's individual trophy.

Even if Bobby Riggs and Billie Jean King had never picked up a racquet, tennis would still be one of the fastest-growing sports in America. It's one of those rare sports that demands a lot physically from the individual but also is one that a person can play even through his senior years. And no more is it the sport of the rich and elite.

To keep up with some of the demand for more courts, an old drill hall at the Naval Training Center at Great Lakes, Ill., has been converted into two indoor courts and named for two Navy captains — Captain E. A. "Ham" Hamblen and Captain J. P. "Pat" Quinn — both of whom are tennis champs. They made up the Ninth Naval District senior doubles championship team in 1971, and CAPT Hamblen went on to be part of the All-Navy senior doubles championship team later that year.

So far we've been talking about men's events and men's competition. But girls everywhere got their share of sun, bruises and expanding lungs this year.

Left: Golf competition during the Pearl Harbor Olympiad. Above: Putting the shot in Navy track and field competition. Right: The seventh annual Nautical Mile Run.

Take the Ponytail All-Stars sponsored by Great Lakes. They placed seventh in the Junior Women's National Softball Tournament in Satellite Beach, Fla., this year.

The team was made up of stars from the Great Lakes Pigtail League, ranging in age from 13 to 15. They were pitted against 14 other teams from all over the U. S. in the double-elimination tournament at Satellite Beach — the kind of tournament where you have to lose twice to be knocked out of the competition. The team first faced the Orlando (Fla.) Metro champs, but strong batting enabled them to overcome, 8-5.

The next games, however, proved to be too much for Great Lakes. A team from Jacksonville and a team from Louisiana handed them 15-1 and 12-9 losses, thus eliminating them from the tournament. Team coaches were CS1 Don Boston, of the Recruit Training Center, ETC Don Howell, of the Drug Care Center of NTC, Great Lakes, and ETCM Frank Kovach, an instructor at the Electronic Technician School.

We mentioned before that track and field could be beautiful. It can also be a lot of hard work, as a couple of officers on the staff of Commander in Chief, Atlantic, proved when they participated in the 77th Annual Marathon in Boston, Mass. The two were Army Captain Dennis Manske and Marine Corps Lieutenant Colonel Dave Seiler, and they finished the 26-mile course in 2 hrs. and 42 mins. and just under three hours, respectively. CAPT Manske placed 73 in the field of 1398 runners.

Sailors have been trouncing Marines — and vice versa — for a long time, but this time it was at the Memphis Naval Air Technical Training Center's 19th semiannual track and field meet. Taking the lead from the beginning, the Navy men and women never let go and finished with an 80-49 lead.

James E. Touchston began the action for Navy in the cross-country covering the seven-and-one-half-mile distance in 44.15:5. Touchston was over the meet record but nothing short of fantastic when he gave his final kick down the homestretch and outdistanced his nearest rival, Marine Paul V. Fernandez, by a full four minutes.

One of the most impressive new records set during the meet was in the women's softball toss. Marine hurler Karen C. Haddaway won the event by throwing a regulation softball 185 feet, seven inches, beating the old record by almost 20 feet. The navy's Winnie Krogman was second with a toss that also broke the record; hers went 178 feet, eight inches. Call it women's lib or what you will, the gals are certainly tossing the ball farther this year.

At the seventh annual Nautical Mile Run, sponsored by Naval Reserve Submarine Support Division

II-Z (Repair) at Encino, Calif., some 60 Reservists were brought together from miles around for a day of sweating, huffing and puffing, and a lot of fun. The Nautical Mile, for which the event is named, is also an actual event in the meet and it produced three winners: SK3 Mike Wagenbach, Encino, in the under-29 category; LT Jim Ebster, Los Angeles, in the 30-39 category; and SN Ron Devo, Encino, the 40-and-over winner. (A nautical mile is about 800 feet longer than a mile.)

The 100-yard dash also had three winners: LCDR Douglas Bailey, Pt. Mugu, LCDR Tom Alexander, Pt. Mugu, and LCOL Hugh Stewart, Encino. The shot put, an open event, was won by LCDR Bud Hilton, San Diego, who threw the 16-lb. ball 38 feet, nine inches, the four-man mile relay was taken by the team from VA 305, and the Encino Team NRSD 11-32 placed second.

The basketball team from USS *Yellowstone* (AD 27) edged out USS *William R. Rush* (DD 714) 44-41 to end an undefeated season and take the 1973 Atlantic Fleet Forces Afloat Basketball Championships. This was the second year in a row that *Rush's* team had to settle for a second place.

Don Wilcox lead all scorers in the final game with 18 points for the *Yellowstone* team. The tournament was hosted by the Norfolk Naval Station, and *Yellowstone* represented the Charleston area, while *Rush* came from Newport. Other teams participating were Supply Battalion, 2nd Force Service Regiment, FMF, Camp LeJeune, N. C., representing FMFLANT; Attack Squadron 87, Jacksonville; USS *John F. Kennedy* (CVA 67), Norfolk, USS *Yosemite* (AD 19), Mayport; and Commander Destroyer Squadron 18, Key West.

Not many destroyers can boast of having their own basketball court on board but Philadelphia-based USS *Lowry* (DD 770) is one of them. *Lowry* recently sponsored interdivisional basketball competition, playing the games during lunch hour on the *Dash* flight deck, which has been outfitted with a regulation-size backboard and net. *Lowry's* special service fund financed the venture and her "R" Division personnel supplied the know-how in fabricating the hoop.

The tourney rules were simple double elimination, but the competition was tough. Through a number of rugged games First Division and "B" Division emerged as the finalists, and First Division came out on top. The final game was covered not only by a local Philadelphia television station but also by Chuck Daly, University of Pennsylvania basketball coach. After the game, Coach Daly discussed with the crew the opportunities that collegiate sports could afford the scholar and the athlete.

When Eve Debevec isn't bowling, she spends most of her time at her job. She bowls so well that she's won three All-Navy tournaments and this year was the top woman in the Navy's South Atlantic Regional Bowling Tournament in Norfolk. Otherwise, she was busy as a master chief yeoman attached to the staff of the Supreme Allied Commander Atlantic. During the tournament she averaged 186 through her 24 games, holding the other competitors at bay.

Another pretty fair country bowler is PH1 Albert D. Montgomery, a film editor with the Navy's Combat Camera Group, Norfolk. Monty was doing his usual thing one night, bowling in league competition with the Atlantic Group Combat Camera Team. His previous scores would indicate that you might expect 170, or maybe even 200, points from him, so when he rolled his fifth and sixth straight strikes, a few people began to take notice. By his ninth strike, people were beginning to realize that this might be the perfect game every bowler dreams of.

"My 11th strike was a heart stopper," he said. "The ball hooked slowly, and instead of a solid pocket hit knocking the pins down in a single swipe, the Number 7 and 10 pins wavered. And then they toppled forward." That topple is one Monty Montgomery won't forget.

The Navy has a lot of dedicated sailors, but it's not often that you will find any of them willing to knock themselves out — literally — for anything. Sailors and Marines in Hawaii are willing, but the cause has to be something good, like the Navy Relief Fund. This year's boxing smoker for the fund was held at the Bloch Arena in Pearl Harbor and 3500 people saw Jerry Myers of CincPacFlt score a unanimous decision over J. Lewis, representative of USS *Bryce Canyon*, in the main event.

Another highlight on the card was the appearance of professional heavyweight Ken Norton who presented trophies to Chip Chapin from USS *Goldsborough* and Gary Lee, USS *Guardfish*, for the most outstanding bout of the night. Chapin won the fight by a technical knockout after 59 seconds of the second round.

The most important facet of the night, however, was that the event raised $3765 for Navy Relief. For the losers and winners, that made it worthwhile.

As far as interservice competition goes, the Navy did its best in a sport you normally wouldn't think about — volleyball. In case you hadn't been keeping up with this sport of kings, the Air Force has been the traditional powerhouse in the military volleyball world. They had won the last four interservice tourneys and were the odds-on favorite to take the one this year.

The Navy team, representing the Pacific Fleet Amphibious Force, rang up a perfect 6-0 performance in the round robin tournament held at the Marine Corp Recruit Depot, Parris Island, S. C. Closest behind was the Air Force with a 3-3 record. Members of the team included LT Bill Johnson and OS3 Gene Riordan, the power spikers, and SMC Richard Ray, CDR Jim Guzik, LT Gregg Cramm, FTM2 Ken Hancuff.

That's just a sampling of what Navy men and women did in sports this year. It does prove that they no longer recognize the traditional seasons — that they play what they want, when they want to. It proves, too they have a lot of fun. —**JO2 Jim Stovall**

Left: USS Lowry's basketball competition. Above: CINCPACFLT's Navy Relief Fund Boxing Smoker. Right: All-Navy volleyball championships.

What it takes - Competing

There's more to becoming a member of the All-Navy High Power Rifle Team than an ability to be a supersharp sharpshooter. You need a hearty appetite for a challenge. You must set your goals high and be willing to sacrifice time and energy as perhaps never before.

Just as important, you must have support—support from your commanding officer, your fellow workers, and your team instructor. You need full support from your family and, indeed, from almost everyone you encounter in your effort to attain such a goal.

It was largely under these conditions that I had the good fortune to be selected as a member of this year's Navy Rifle Team. To cast some light on what it's like to compete alongside the Navy's best, I'd like to share my experiences.

Before, I do, however, let me introduce you to OpNavInst 3591.1. This instruction, from CNO, encourages anyone interested in marksmanship training and competition to compete in elimination matches at type command and naval district levels. Competitors who qualify at these matches proceed to either the PacFleet or LantFleet Championships. Finally, those finishing in the top 15 per cent (this figure can vary) of the All-Navy matches are considered for the Navy Team, the group representing Navy in the Interservice and National Rifle Championships.

Back in 1971, at the 17th Naval District elimination matches, I was lucky enough to become high new shooter using the M-1 service rifle and finished third in the championship. This earned me a trip as far as the Pacific Fleet matches in sunny San Diego, Calif., along with nine teammates.

My hopes for shooting in the 1972 big bore season were dashed with the announcement that the Navy was closing its Kodiak facility where I was stationed. While others aspired to All-Navy fame, I was operating one of our northernmost AFRTV stations and later supervised its dismantling before setting out for duty in Washington, D. C.

At my new duty station I joined a .22 rifle team at nearby Fort Belvoir, Va., just to keep in shape, but with the approach of spring this year came the itch to get back into competition with an M-1 once again. The closest support, I learned, was at the Naval Air Station, Patuxent River, Md., 93 miles away. The distance had to be considered, but it did not outweigh the itch. Pax River's SAMI, then Aviation Ordnanceman 1st Class Rufus Moore, was a big help, and his CO arranged for a written authorization allowing me to draw equipment for use in training. Within a week, I was snapping in and, scarcely three weeks later firing in local district matches.

If you contemplate trying to land an All-Navy slot, the greatest problem you may encounter is the prospect that if you qualify for competition beyond the district level, you'll be absent from your command an additional week to 10 days while participating in the fleet matches. Then, if you are successful, you stand to be away from your command another two weeks while you take part in the All-Navy. Should you go further and make the Navy Rifle Team, chances are your total absence from your command will be more than two months.

You and your CO should understand this before your initial basic TAD orders are written up. It's important that your orders contain an authorizing clause stating: "If selected, you are authorized to proceed to higher levels of competition and to such places as may be necessary to facilitate rifle (and pistol — in cases of those individuals shooting both) training and competition. You are authorized to transport weapons and ammunition in accordance with the Gun Control Act of 1968, Title 18, Chapter 44, Section 925."

What I said about needing support, means *total* support. This applies not only to your command but to the wives of competitors as well (and, indeed, husbands, since women are every bit as eligible to compete in the district, fleet and All-Navy matches). If I had not had my wife's total support during this past season, I would probably have spent a good part of the summer cutting the grass.

Chief Aviation Fire Control Technician Jack S. Wharton from NAS Miramar, Calif., won the 1973 All-Navy Championship. While I hadn't expected to progress to the All-Navy level, I finished 16th in a highly competitive field of nearly 90 shooters. On the surface, my standing didn't appear quite high enough — but I just barely squeezed past the final cutoff and made the team! My boss back at the Bureau wished me luck.

Let me introduce some of the friends and teammates with whom I worked for the next several weeks.

Traditionally, the top scoring officer in the All-Navy

with the Navy's Best

Championship is selected as team captain. This year the distinction went to LCDR Bruce Fleming, a helo pilot assigned to the Flight Test Center at NAS Patuxent River. Principal coach for the '73 squad was veteran Chief Gunner's Mate Billie Baker from the Small Arms Marksmanship Training Unit at San Diego. Baker was assisted by AOC Charles Bover from Light Photographic Squadron 63 at NAS Miramar, Calif. Both are old-timers with lots of shooting experience.

Team adjutant was Personnelman 1st Class Don R. Jernigan of Patrol Squadron 65, NAS Point Mugu, Calif. He managed such things as orders, pay records and travel itineraries throughout the season and, as an additional job, drove the teams van. Jernigan was also a participant and an assistant coach.

Two civilian gunsmiths kept the M-1 rifles in proper shooting shape — from the Naval Academy, Herbert A. (Jim) Buskirk operated the armorer's van along with Raymond Kerbs from San Diego. Remaining members of the 1973 Navy Rifle Team were: FTMC Donald J. Collins, USS *Robison* (DDG 12); ET1 William H. Diehl, Radio Transmitter Facility, Annapolis; ET2 Michael W. Gorchinski, NAS Miramar; AT1 Terry P. Hartley, NAS Oceana; TD1 Ralph J. Legler, NAS North Island; GMT1 Julien E. Lindstrom, Jr., NSC Oakland; GMGC Michael J. McFarland, USS *Saratoga;* AO1 Rufus A. Moore, NAS Patuxent River; GMGC James E. Taylor, USS *Buchanan;* AM2 Carl Vance, Fighter Squadron 101, NAS Oceana; and AOC Jack S. Wharton, NAS Miramar.

Two other Navy shooters not included who fired with the team whenever they could be available were ADJ1 Thomas N. Treinen of Patrol Squadron 65, NAS Moffett Field, and LCDR Webster M. Wright, Jr., from the Naval Academy.

All these men had one thing in common. They had accepted a challenge and were prepared to work their hardest to prove themselves as the Navy's finest in their field.

What was life like with the Navy Team? Well, for one thing, the barracks routine was less than homey. There wasn't the usual smiling face each morning greeting me with a cup of coffee. Instead, a brassy travel alarm clock clattered away long before the sun had even arrived. I didn't have to ponder over a wardrobe. It was always the same — green utilities with name patch and team emblem; black boots and black nylon-net baseball cap with team insignia. For more dressy occasions we wore jungle-green bush jackets with appropriate insignia and emblems.

The Patuxent dining hall opened at 0530; to avoid any line the team arrived early. By 0730 Coach Baker held muster each day outside the range office where he passed the word on practice, schedules, and any problems requiring team discussion or decision. Then we'd gather our gear and draw equipment.

And that equipment consists of a lot more than a rifle and a handful of brass. Just lugging it all around is a chore in itself.

The average shooter, for example, carries to the firing line: an M-1 rifle, spotting scope with extension rods and stand, shooting mate, shooting stool and a steel box containing ammunition. He can also carry: shooting glasses, earplugs or "Mickey Mouse" ear covers, smoke lamp and carbide for blackening gunsights against sun reflection, cleaning patches, bore and chamber brushes, spray lubricant or oil, rosin (or gripping wax), dust brush and cleaning cloth, plotting (dope) book, pencils, rain suit or poncho, clips, sweatbands, salt tablets and screwdriver.

There is also a potpourri of other tools and parts, all needed to help him hit the bull's-eye. On top of all this are one or two sweatshirts worn beneath the heavy quilted, leather shooting jacket, and a thick leather glove to cover the rifle-support hand. Compare that to the equipment of a tennis player and it makes you wonder why we even bother.

What else is involved?

One must learn the mechanics of rifle sights, and become familiar enough to change them as if it were second nature. Changes have to be made in seconds during a rapid-fire stage of competition.

Further, to be successful you must learn the effects of light and mirage on target, and effects of temperature and wind on a bullet.

You must learn to "read" wind from the angle of a flag flying from a pole midway down range or from a dancing clump of grass in front of the target. Swaying tree branches tell a tale, too. Calibration of these effects in terms of "minutes" of measurement and relating them to rifle sights and width and height of the target as it stands, all have to be done before you even put your first round in the rifle's chamber.

Another factor is endurance — not brawn, endurance. It doesn't require a great effort to lug around equipment on a cool morning when the temperature is 75°. But, as the summer sun breaks through those mornings, temperatures climb, often hitting 112° or more — such as they did on Virginia and Tennessee ranges this past year. Imagine the effect on men wrapped in thick, leather jackets and sweatshirts in direct sunlight — for up to 10 hours in a 1000-point match. Those who are ill prepared may fall victim to heat prostration and literally pass out. To guard against such effects, shooters must exercise proper diet and increase their fluid intakes.

Practice on the range usually involved six hours each day (weekends included, unless a match was scheduled) working on positions and timing. Standing at 200 yards is the position requiring the most energy.

For instance, you would have 10 minutes to squeeze off 10 rounds for a possible score of 100 points. Also at 200 yards, you would fire the rapid sitting stage, 10 rounds in 50 seconds, starting from a standing position. Then you'd move back to the 300-yard line and within 60 seconds shoot another 10 rounds rapid fire in the prone position. Finally, at the 600-yard line, you'd fire 20 rounds for record in 20 minutes to complete the "national match course" of fire.

Less than a week after the All-Navy Championships were completed, the newly formed Navy Rifle Team traveled to the Marine Corps Base at Quantico, Va., pitting itself against both military and civilian competition in the Virginia State Rifle Championships on 30 June and 1 July.

Matches such as this are sanctioned by the National Rifle Association and offer competition at four class levels: master, expert, sharpshooter and marksman.

This year's Navy squad consisted of six masters, eight experts and two sharpshooters. I shared the sharpshooter class with Mike Gorchinski until about mid-season when Ski received an "expert card" from the NRA.

After the Virginia State Championships (in which our Expert Team took first place in that category), we competed in two NRA matches. Later, we traveled to Oak Ridge, Tenn., to compete in the Tennessee State Championships where the Expert Team repeated its prowess. Then, we entered the Mid-Atlantic Regional Championships back at Quantico on 27-28-29 July.. Once again, the experts cleaned the slate, taking all individual and team competition. (Incidentally, as the Navy's sharpshooters we also walked away with all sharpshooter category aggregate matches during the summer.)

From 5-10 August, the team met the Army, Marine Corps, National Guard and various military station and command teams in the 12th Annual Interservice Championships. There, Legler placed fifth in the standing match while Baker placed 10th in the 1000-yard match. This match was won by Ray Kerbs who fired a perfect 100 with 20 center shots.

Although many individual members of the team were successful in the season's individual events, the main objective throughout the summer was to develop and train a six-man team which would try for the big one — the National Trophy Team Match at Camp Perry, Ohio. We wanted the championship, but so did the Army and Marine Corps and the numerous national civilian teams. And all these teams trained hard.

Between-match workouts were held at PaxRiver; however, since the range there is only 300 yards, arrangements were made to work out once a week at Quantico on its 1000-yard range. The only 600-yard practice received by the Navy team was actually during matches. While we could learn a lot about sight alignment and trigger control, we lacked experience in the effects of mirage and wind that can only be gained by shooting on a 600-yard range.

There was another area of training in which the team members gained additional experience — loading ammunition. Usually after a day's session, we would gather in the indoor rifle range loading room and spend the evening making up long-range loads.

Training took up at least 80 per cent of the shooting season. But the name of the game was competition, and that's why we were there, to compete against the best in the nation, regardless of the odds.

We did pretty well. At the interservice matches, in a field of more than 40 teams, our Navy team placed third. At the Nationals, firing against the more than 20 best teams in the country, including the civilians, our six-man team placed fifth. The "best" of the service teams we faced had emerged from rosters numbering more than 50 to 70 shooters. Compare that to the "best" of the Navy's 12 firing members and it is easily understood why, indeed we had to set our goals high. It was this kind of competitiveness we challenged throughout the season, right up to the last shot fired in Ohio. —**JOC Marc Whetstone, USN**

(ED Note: And how did Chief Whetstone do? He finished the season as National Champion in the Sharpshooter category – which immediately qualified him for his Master card.)

RIFLE COMPETITION RESULTS

Two Navymen whose names have become linked to the history of marksmanship placed among the leaders in this year's National Championships.

Lieutenant Commander Webster M. Wright, Jr., from the Naval Academy, Annapolis, Md., finished the championship as the High Regular Navy shooter from among a field of some 700 shooters.

Aviation Machinist's Mate 1st Class Thomas N. Treinen from Patrol Squadron 9, NAS Moffett Field, Calif., finished among the top eight in the grand aggregate among the Master service shooters, and went on to win the 1973 National Trophy Individual Rifle Championship title and the coveted Daniel Boone Trophy, with a score of 489-9X out of possible 500 points, topping 491 competitors.

The Citizen Soldier Trophy Plaque, awarded to the High Reservist, went to Lieutenant Norman R. Harris.

High Naval Reservist in the championship aggregate was retired Chief Aviation Metalsmith Raymond H. Kerbs from San Diego, Calif.

The High Service Expert Championship honors were won by Navy team member Personnelman 1st Class Don R. Jernigan of VP-65, NAS Point Mugu, Calif., who tallied a score of 1514-34X.

All-Navy Sailors

Plus Paddle Kings and Boat Bouts

One might assume, by the very nature of their work, that Navymen would be outstanding in recreational sailing and water sports. One, of course, would be entirely correct — and just a brief look at the 1973 record would prove it. For instance:

The Law Center Sailing Team at Newport, R. I., representing the First Naval District, emerged victorious in the 1973 All-Navy Sailing Championships held

The 1973 All-Navy Sailing Championships, a three-day event, hosted by the Naval Postgraduate School, Monterey, Calif., was won by the First Naval District.

SAILING

this year in Monterey Bay, Calif. The Law Center crew won the championship in grand style, winning five out of six races against the Navy's finest canvas sailors. JAG Corps Lieutenants Bruce Wright and Roger Laverty, members of the Law Center, teamed with Petty Officer 2nd Class Jerry Moore to take first place against five other crews from the East and West Coasts.

The East Coast sailors took the three top positions to outclass their West Coast rivals. A Charleston-based team took second place, with the Inspection and Survey Team from Naval District, Washington, D. C., coming in third. West Coast teams took the three bottom spots with the First Marine Division, Camp Pendleton, Calif.; Fourteenth Naval District, Pearl Harbor, Hawaii, and the Eleventh Naval District's representative, USS *Downes*, finishing in that order.

The races were sailed on a marked windward-leeward course ranging from four to eight miles. Identical 30-foot racing sloops were used with each team having the opportunity to sail every boat during the six-race series.

The winning crew from Newport combined excellent teamwork and sailing experience to take home the championship trophy. Skipper Bruce Wright has sailed most in Star Class boats since childhood in the San Diego area. He won the North Americans, English-Speaking Union, Dragon Gold Cup in Holland, and placed second in the Olympic trials. A Stanford graduate, he does legal assistance and defense work at Newport.

Rocky Laverty, another crewmember, has sailed Snipes, Thistles and Coronado 15s competitively. He also attended law school at Stanford and is assigned to the legal assistance and prosecution section at the Law Center. The third crewmember, Jerry Moore, has three years of sailing experience in various class boats. He attended the University of Minnesota and is assigned to the Center for War Gaming at the Naval War College.

St. John's Regatta

On the upper side of the continent, a crew from the U. S. Naval Facility, Newfoundland, has won the oldest annual sports event in North America. Competing in the St. John's Regatta, one of Canada's most prestigious events for the six-man shell with coxswain, the NavFac crew outraced its nearest rival by more than 20 seconds over the mile-and-three-fifths course.

Although hampered by inexperience and a short, choppy stroke resulting from prior training in small shells, the team parlayed topnotch conditioning and determination into an impressive nine-minute, 51-second victory in the championship race. With the exception of veteran Newfoundland coxswain Tom Traverse and stroke OT1 Gary Miller, this year's team hit the regatta circuit with a boatful of rowing rookies who made up in hard work and determination what they lacked in rowing savvy.

Under the experienced leadership of Traverse and Miller, the newcomers — OT2 Dan Martin, CE2 George Freer, EO3 Dave Therrien, OT3 Dick Drake and OTSA Bill Carey — started a vigorous training program early in the spring. Prohibited by regatta rules from practicing in a shell before 1 June, the team concentrated on building stamina that was ultimately the key to victory.

En route to the championship and the Lieutenant Governor's Cup, symbolizing rowing supremacy in Newfoundland, the NavFac sailors competed in seven separate races without a defeat and generated considerable public interest.

Aegean Sailing Rally

Nine Navymen from various units of the Sixth Fleet proved themselves able seamen this year in the Hellenic Offshore Racing Club's Tenth International Aegean Sailing Rally. The Navy crew, captained by Lieutenant Commander Dean A. Ablowich of USS *Harlan County* (LST 1196), was divided among three of the participating boats in the three-legged race from Vouliagmeni to Patmos, Patmos to Paros, and Paros to Vouliagmeni.

The men met for the first time on their respective boats only the day before the race, but when the starting gun fired, they looked as if they had been practicing together for years. Hampered by strange equipment, unfamiliar boathandling characteristics and a sudden stiff summer wind, the men managed to sail their boats to the finish line in less than 100 hours for a 2nd place cup and 3rd place cup in their respective classes.

Canoe Race

The 13th annual running of the Mid-Atlantic Canoe Race — held on a 22-mile stretch of the Fox River between Elgin and Aurora, Ill. — also attracted Navy competitors. Lieutenant Otto Honigschmidt and Hospital Corpsman 2nd Class Chris Bixby, both assigned to the Navy Recruiting District, Chicago, participated in the men's class of the cruising hull division.

The men had to fight off inexperience, wind changes and extreme turbulence to finish a full hour behind the record-breaking trophy winners. Living up to the consistent love of Navymen for competition, they both vowed they would be out there again—paddling—next year.

—JO2 Jim Stovall

Above: Rowing in St. John's Regatta. Below: Navymen join in the 13th Annual Mid-American Canoe Race.

How to take it off and keep it off!

Weight Control

A Navywide program aimed at weight control has been inaugurated by the Chief of Naval Personnel. The program employs a threefold approach: Navy men and women who are overweight are first urged to slim down voluntarily. Those who can't lose weight through their own efforts are urged to obtain help from the local Medical Department. Individuals who refuse to reduce face the possibility of administrative action.

The Weight Control Program has the backing of the Navy's Surgeon General and will be reinforced by medical observations during sick call and periodic physical examinations.

That, in a nutshell, is what the new program is about.

Twentieth century Americans are faced with a problem which few of their ancestors confronted. Machines transport us from one point to another and machines often do work which once required muscles. The accumulation of excess calories thus can become a way of life with this result: unwanted poundage.

Few individuals need to be told when they are grossly overweight. In their hearts they know that this is the case, but they may not be quite so aware of the fact that the heart is overtaxed when it is forced to pump blood through an excess of flesh. An unwarranted burden is placed upon the cardiovascular system, which becomes increasingly intolerable as the years pass. The sad results can be often seen in the obituaries of relatively youthful people who died, suddenly, of heart attacks.

This, of course, is not a pleasant prospect — but many don't even know they're letting themselves in for future trouble. Their waistlines expand so gradually, they scarcely notice. Nor do they notice their declining sense of well-being. Those who are aware often ignore the problem, hoping it will go away. But it won't go away unless something makes it.

It is highly improbable, of course, that a 40-year-old will approximate the weight he carried at age 19. Some additional pounds can be expected as the years go by. See table accompanying this article.

There are, of course, differences in musculature and general build. Nevertheless, those whose weight is grossly out of line with that shown on the table for their ages and heights should take stock of themselves. If there is doubt, they should consult their doctor.

Anyone who finds himself overweight and wants to do something about it probably will conclude that he should eat less and exercise more. This is true but with qualifications. The secret of success for most people who try to lose weight is to eat the right things in sensible quantities and to exercise wisely.

Newspapers and magazines are full of crash dietary programs designed to take off a fantastic number of pounds in an amazingly short time. Such fads may or may not do what is claimed for them but weight shouldn't be drastically lost overnight. Such losses frequently are regained quickly and the effects of a crash diet are often detrimental in the long run.

About 40 per cent of the average American's diet is composed of fat. One method of cutting down weight, of course, is to restrict the intake of fatty foods. The word to note is "restrict" not "eliminate" for some fat is necessary to the proper functioning of the body. In restricting fat in the diet, protein content should be increased. Many food groups contain protein — even butter, margarine and other fats. Protein is highest, however, in meat, poultry, eggs, fish, dark green or deep yellow vegetables, enriched bread and cereal.

Fatty foods, of course, are not the only producers of unwanted pounds. Any food having a high caloric content will make a man put on weight unless he exercises sufficiently to burn up his excessive caloric intake. Most find that it is easier to accumulate calories than it is to exercise and lose them.

For example, it takes a 160-pound man an hour of walking between three and four miles per hour to burn up 350 calories. He expends 300 calories per hour while playing golf, and 500 calories per hour while playing tennis. Although exercise is necessary to the smooth functioning of the body, it helps when losing weight to think in terms of preference. Would

The men above will need to exercise much harder and much longer to maintain their correct weight than those who eat a balanced meal of the right proportions.

you prefer to cut a mere 500 calories out of the daily diet or to hike several miles to lose a single pound of fat? It is well to note here that a single fountain-sized malted milkshake contains about 500 calories as does a two-inch slice of frosted layer cake. Those who choose the layer cake, should walk five and a half miles to nullify its effect.

Probably half of the battle in losing weight after attaining a desire to slim down, is simply being aware of which foods add pounds. A lot of people can lose weight by eliminating between-meal snacks. It is so easy to watch the football game and, almost without realizing it, consume quantities of beer and snack foods. By using nonfat dairy products, using sugar substitutes in your coffee, cutting out desserts and between-meal snacks, the average dieter would be surprised to find how the first 10 pounds melt away. After the first 10 are off, the rate of loss can be expected to slow down.

As mentioned earlier, exercise complements dieting as a means of losing weight. Anyone planning a regimen of exercise should consider his age and physical condition before getting carried away with the idea. A 40-year-old overweight man who undertakes a daily exercise routine designed for a 20-year-old is liable to find himself in trouble. Overweight Navymen in their middle years might do well to ask a doctor just how much exercise their cardiovascular and pulmonary systems can safely take.

Those who undertake an exercise regimen should realize that exercise must be taken regularly. They should also realize that some forms of exercise, such as endurance sports, burn up more calories than those which are of short duration (see the October 1973 issue of ALL HANDS Magazine for an article on Aerobics). Endurance sports include any movement over long distances — swimming, rowing, skating and the like. Sports which are of short duration or played at a slower pace, of course, expend less energy. In case you had weightlifting in mind as a method of slimming down, it is classed as a short duration pastime which builds strength but not a corresponding amount of endurance. It also burns fewer calories.

If, after making up your mind you want to lose weight and take measures to do so but find nothing happens, you should see a doctor. In rare cases, there may be a physical reason for being unable to lose weight. More often than not, however, it is because the dieter is doing something wrong or kidding himself about how well he is keeping up his diet.

The doctor will be able to give advice concerning how much weight should be lost. The medics may also be able to point out what was wrong with the diet and exercise regimen which was ineffective.

Regardless of whether the diet is prescribed by the medical department or whether it is undertaken under the Navyman's own initiative, goals should be realistic. If weight is lost gradually and sensibly, the human machine won't be harmed. If a spectacular number of pounds are melted away in a relatively short period, the dieter may be placing himself in a dangerous position.

It is rather surprising that a sizable percentage of our population can be so lax about controlling their weight. A slim person not only looks better but also usually feels better. It is a scientific fact that slim persons are less prone to serious illness than are fat people. Adequate weight control for men over 34, for example, is helpful in the prevention of diabetes. Excess fat can also have detrimental effects on the cardiovascular, respiratory, digestive and locomotor systems.

Even with such incentives to slim down, many are reluctant to make the small sacrifice and initial effort required to lose pounds — or keep from regaining them after they are lost. Recently, however, the Navy added another incentive which may be effective where others were not.

This incentive is the Weight Control Program announced earlier this year by the Chief of Naval Personnel. Last September, the Navy's Surgeon General followed it with a letter to all medical centers

and regional and nonregional naval hospitals to implement BuMed's support of a Navy composed of trim and fit men and women. He also assured the Chief of Naval Personnel of the medical department's cooperation in supporting command weight control programs.

The Chief of Naval Personnel has called upon commanding officers to stress at the local level the need for a strong weight reduction and control program. The program is to emphasize the effects of being overweight and the effect excess poundage can have on the future promotion and retention of officers and enlisted men and women alike.

Bupers Manual has been revised to require all commands to screen enlisted members within 60 days of their birthdays to determine that they meet prescribed weight standards. Medical officers are also instructed to observe the appearance and condition of all Navymen during sick call and during physical examinations. Adverse findings are to be noted.

It may appear surprising to some that a Weight Control Program should be necessary. Any naval officer or enlisted man or woman should be sufficiently motivated by looking in the mirror — if he fits the description of "fat." Another telltale sign is when clothes begin to get tight at the seams.

Whatever the reason for overweight, there's a good reason for doing something about it. The watchword throughout the Navy now is "KNOCK IT OFF," pounds, that is.

Average Weight by Height and Age

MEN

Height	20-24	25-29	30-39	40-49	50-59
60"	122	128	131	134	136
61"	125	131	134	137	139
62"	128	134	137	140	142
63"	132	138	141	144	145
64"	136	141	145	148	149
65"	139	144	149	152	153
66"	142	148	153	156	157
67"	145	151	157	161	162
68"	149	155	161	165	166
69"	153	159	165	169	170
70"	157	163	170	174	175
71"	161	167	174	178	180
72"	166	172	179	183	185
73"	170	177	183	187	189
74"	174	182	188	192	194
75"	178	186	193	197	199
76"	181	190	199	203	205

WOMEN

Height	20-24	25-29	30-39	40-49	50-59
58"	102	107	115	122	125
59"	105	110	117	124	127
60"	108	113	120	127	130
61"	112	116	123	130	133
62"	115	119	126	133	136
63"	118	122	129	136	140
64"	121	125	132	140	141
65"	125	129	135	143	148
66"	129	133	139	147	152
67"	132	136	142	151	156
68"	136	140	146	155	160
69"	140	144	150	159	164
70"	144	148	154	164	169
71"	149	153	159	169	174
72"	154	158	164	174	180

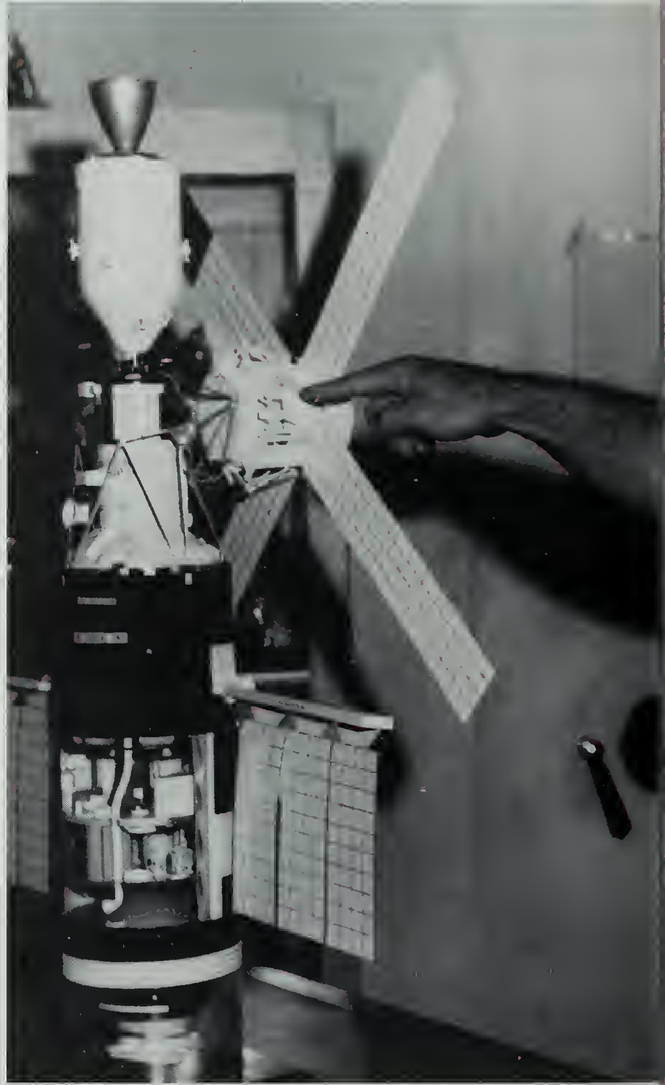
ON THE SCIENTIFIC FRONT

NRL Camera Package Calibrates Telescope During Skylab Mission

A camera package assembled by the Naval Research Laboratory soared aloft from White Sands, N. M., last August with the final "Black Brant" sounding rocket launch. The purpose: to calibrate the *Apollo* Telescope Mount (ATM) during the Skylab mission then in progress.

The rocket carried its payload about 150 miles above the earth where the cameras were operated for 60 seconds to photograph the same regions of the sun as the telescope. Data taken from the payload cameras was matched with that received from the *Apollo* telescope mount employed during the Skylab mission. The comparison was used to calibrate the ATM.

During their stay in Skylab, the second team of astronauts conducted a number of solar experiments, many of which centered on the *Apollo* Telescope Mount system.



NRL to Convert Minuteman I Missiles to Space-Sounding Rockets

The Naval Research Laboratory is expected to enhance the nation's space science program in a money-saving program by converting phased-out *Minuteman I* missiles into space-sounding rockets. Under the program, a number of *Minuteman I* second stages are being converted into large payload capacity, high-performance sounding rockets for X-ray astronomy research. The surplus second stage motors are being adapted with specially designed nose cones and scientific payloads for the forthcoming experiments.

Instruments aboard the new sounding rockets, dubbed the *Aries*, will be used by NRL scientists to determine the ultraviolet background levels of the stars from above the earth's atmosphere.

Such high-level observation is necessary because the atmosphere's ozone layer which surrounds the earth at about 10,000 feet absorbs the ultraviolet rays emitted by the stars so that studies of this nature can't be conducted from the earth's surface. The feasibility of the system will be determined in an experimental flight of the *Aries* carrying a dummy payload. Future scientific payloads will weigh about 1800 pounds and will consist of ultraviolet measuring devices, telemetering instruments and a guidance system.

They will be hurled into a ballistic trajectory to a height of some 300 miles by the *Minuteman I* second stage to give experimenters the advantage of about eight to 12 minutes outside the earth's blanket of atmosphere. A drogue chute will be employed to bring the scientific payload safely back to earth.

A test flight of *Aries* was scheduled for San Nicolas Island, Point Mugu, Calif. If the first probe is successful in checking out the aerodynamic configuration, structural and control system, the Naval Research Laboratory expects to fire future scientific payloads from White Sands, N.M.

Joint Endeavor Helps to Develop Useful, Multipurpose Flashlight

An ultraviolet flashlight has been jointly developed by the Naval Research Laboratory and the Naval Oceanographic Office. It uses a battery with electronically controlled power to operate a mercury vapor lamp. Possible applications for the device include use by both the Navy and the Federal Aviation Administration for reading charts in ships and planes. Maritime and commercial firms have shown a similar interest. The Army is evaluating the flashlight for use in choppers as a night vision tool when following the contours of the earth during low-level flying. The Justice Department inquired as to its usage in detecting possible false immigrant identification cards.

The application of ultraviolet light has already been used under combat conditions, but the system leaked light and was considered to be short-lived and fragile. The new ultraviolet system, also combat-tested, proved that the user maintained his personal safety in a hostile environment and also preserved his night vision.

Prolonged Exposure to Sun's Rays Can Be Too Much of a Good Thing

Most of the sun worshipers in the United States have packed their beach gear and reconciled themselves to fall and winter weather. Navy men and women, however, won't necessarily have a respite from the sun's rays and many of those who spent the summer in northern latitudes may find themselves during the winter in sunny climes.

The American Cancer Society reminds everyone that sunshine can be too much of a good thing and

Left: LT Charlie M. Guthrie, a range officer at the Naval Ordnance Missile Test Facility, points to a scale model of Skylab's Apollo telescope mount (ATM), positioned aft of the solar panels.

that prolonged exposure to the sun's rays will be the probable cause of skin cancer for 120,000 Americans this year.

When your skin burns, it's telling you something important; a beautiful tan may be all right but the process can't be rushed. When your skin is exposed to the sun, its rays activate dark-pigment-producing cells. This causes the pigment to rise to the surface, thickening it to protect the lower layers of skin. How many dark-pigment-producing cells you have determines how much sun you can take before burning and how quickly you tan. If you have fair skin, look out!

Of course, you can avoid overexposure to the sun simply by wearing protective clothing. If you want to get a tan, lotions can help, but read the ingredients listed on the label before you buy.

Lotions containing paraminobenzoic acid, salicylates or bezophenone compounds will provide a screen which permits tanning, yet provides some protection. Zinc oxide and similar compounds will give maximum protection by providing a physical barrier. *Artificial tanners and moisturizing lotions offer no protection.* Quick tanning preparations, baby oils and cold cream also fall into the latter category.

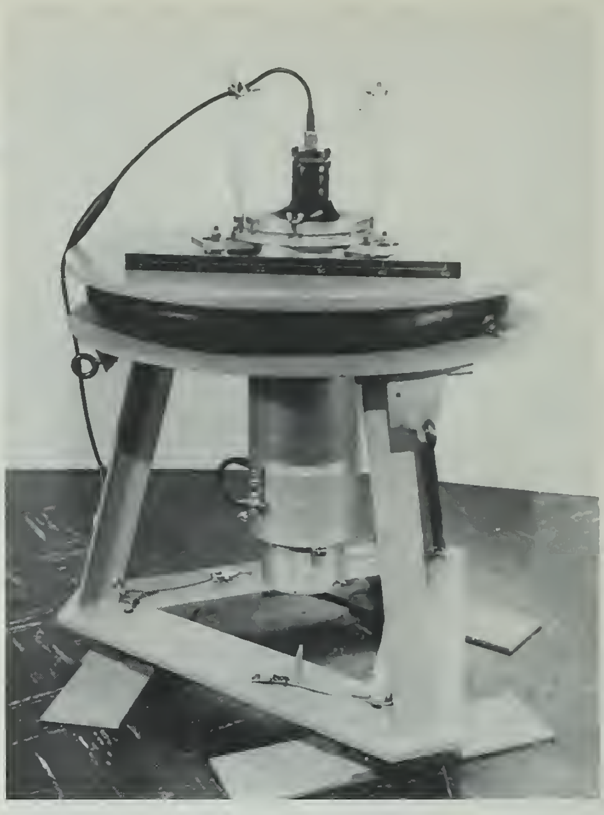
Compact, Electrochemical Cell Battery Lasts Longer Than Conventional Types

A compact high-powered electrochemical cell battery has been developed, lasting much longer than conventional dry cell batteries. It is the direct outgrowth of an office of Naval Research contract "to study the electroluminescence properties of inorganic liquids."

Researchers discovered that certain inorganic liquids could be used both as solvents and oxidizers for the energy source in alkali battery systems. This permits dense energy storage.

Using this knowledge, experimental cells were fabricated which could produce eight times the energy per pound of the conventional dry cell. The new cell doesn't leak current nor is its life degraded by non-use. A flashlight with this new type battery, could be operated after several years of inactivity with no deterioration in its performance.

The new cell has other advantages. It is effective in a wide temperature range and its voltage remains stable. A flashlight using the cell would continue to generate the same amount of light. A battery-operated radio would retain a uniform tone quality throughout the life of the cell.



Hydrophone Calibrator

The NRL's Underwater Sound Reference Division developed an instrument that can calibrate hydrophones as large as 12 inches in diameter. The device employs the comparison method in the frequency range which makes it possible to calibrate a hydrophone immediately before deployment and after recovery.

Naval uses for the cell could include applications in communications, submarines, mines and missile operations. Civilian applications could include use in wristwatches and various versions of batteries used with cameras, hearing aids and portable radios and televisions.

New Synthetic Skin Promises a Departure From Conventional Burn Treatment Method

A synthetic skin that can be used in place of human tissue to treat severe burn wounds has been developed by the Navy. The new material, a thin cellophane-like polyester film, is inexpensive and can be readily produced in large quantities.

Conventional treatment of serious burn wounds includes covering them with human skin from donors and specially prepared pigskin. This prevents infection, scar formation and excessive evaporation of body fluids through the open wound.

Such "dressings" however, are difficult to obtain and can be expensive. Dressings must also be changed every few days to prevent immune rejection response from the patient. Consequently, use of such tissues entails enormous problems of supply, handling and storage; stocks would be quickly depleted in any large-scale disaster.

The new material, obtained from easily available lactic and glycolic acids from sour milk and fruits, has produced films as thin as one-thousandth of an inch. Since both acids occur naturally in the human body, a burn covering made of these compounds can be absorbed. And it can be metabolized without the patient's developing symptoms of tissue rejection.

The films have shown promising results in their ability to control body fluid loss. Work continues to develop uniform thickness along with desired flexibility and elasticity. Control of bacterial infection and scar formation is also being studied.

New Communications System Operates without Electromagnetic Interference

A communications system which can provide good speech intelligibility in the presence of intense acoustic noise has been developed by the Naval Electronics Laboratory at San Diego. The system is crypto-secure, multichannel and wire free. It is intended for use between ships as well as short range ship/boat/shore application.

Called "Man-on-the-move communications system" (MOMCOMS), engineering tests were recently conducted aboard USS *Ranger* (CVA 61). The tests showed the system could be operated throughout the required deck areas without electromagnetic interference.

The system consists simply of a protective communications helmet. This, however, incorporates noise-canceling transducers and transceiver modules. It also contains, among other things, an integral antenna and rechargeable batteries.

MOMCOMS is expected to replace existing flight deck communications systems and the myriad commercial handi-talkies and citizens band transceivers with a militarized logistically supported, secure capability.

Density of Oil Slicks Can be Measured With Multi-Frequency Microwave Radiometry

The density of ocean oil slicks can now be more accurately measured using a new method devised by the Naval Research Laboratory. Employing multi-frequency microwave radiometry in eight successful experiments, NRL researchers learned that over 90 per cent of an oil spill generally is confined to a compact region comprising less than 10 per cent of the entire slick's size.

An oil slick's area has always been relatively easy to assess but, heretofore, its thickness has not. The NRL measuring method of determining a spill's thickness can now be employed to determine its volume. This information can be used to assess impact of an oil spill on marine life as well as for settling litigation and damage claims from major oil spills. When it is known where the oil is most heavily concentrated, cleanup measures can be more effective.

Measurements in the experiments were made from aircraft. The experiments were conducted under the rules of the Environmental Protection Agency and the control of the Virginia Institute of Marine Science and NASA's Wallops Island Station to assure no damage to local ecology.

Toxic Mercury Found Over Icelandic Volcano

An NRL research aircraft made passes over the disruptive Helgajfell volcano in Iceland this last summer. Scientists discovered that toxic mercury was in the atmosphere over the crater. Future studies in this area can help gather additional data concerning volcanoes and the weather fronts around them during eruptions.

ENLISTED MEN, OTHERS ELIGIBLE FOR APPOINTMENTS TO ACADEMY

Navy enlisted men between the ages of 17 and 22 who are interested in attending the United States Naval Academy should check with their career counselors for information on application procedures. Those applying should be unmarried U. S. citizens with a GCT/ARI of 120 or higher and should also have acceptable college board tests and a good scholastic record. Each year the Secretary of the Navy may appoint 85 such men from the enlisted ranks for the four-year course of study at the academy.

The President is also empowered to appoint 100 sons of career service personnel to the Naval Academy. These appointments are limited by law to sons of those who have served at least eight years or who have retired. In addition, there are 65 appointments available for sons of those who were killed or have 100 per cent service-connected disabilities as a result of their service in the armed forces or who are POWs or MIAs.

PILOT PROGRAM TESTS CONSOLIDATION OF UNIFORM STORES WITH NAVY EXCHANGES

The Navy Resale System Office is conducting a pilot project aimed at determining the effect of consolidating Navy uniform sales outlets into a single source for uniforms and accessories. Two Navy Exchange sites--one on each coast--have been selected to conduct the program. The Navy Exchanges at Naval Air Station, Alameda, Calif., and Naval Station, Charleston, S. C., have now become the sole sources for uniforms for those areas.

NRSO reports that surveys have shown many Retail Clothing Stores are inconveniently located or have considerably shorter hours of operation than Navy Exchanges. Consequently, consolidation with Navy Exchanges, if it is found to be feasible, will increase the convenience for Navy men and women to buy their uniforms and accessories. The test period is expected to last about a year.

SOME TENDER DUTY NOW COUNTING AS NEUTRAL TIME

Enlisted personnel assigned to 12 specific Navy tenders or repair ships are now having their time onboard counted as "neutral" instead of "sea" duty for purposes of sea/shore rotation consideration. The Bureau of Naval Personnel has announced that duty onboard the 12 ships--which do not deploy regularly for long periods of time--has been redesignated from Type 2 sea duty to Type 5 neutral duty.

The ships involved are the ADs *Sierra*, *Yosemite*, *Yellowstone*, *Bryce Canyon* and *Puget Sound*, the ARs *Vulcan* and *Grand Canyon*, and the ASs *Fulton*, *Sperry*, *Orion*, *L. Y. Spear* and *Dixon*. This change has been made to help the sea/shore rotation opportunities for those whose units do regularly deploy for long periods.

TIME-IN-GRADE WAIVER POLICY FOR RETIREMENT TO CONTINUE

The policy of granting a waiver for the requirement that officers in pay grades W-3, W-4, O-5 and O-6 complete two years of service in grade, and that certain captains complete four years in grade to be favorably considered for retirement, will be continued through fiscal year 1974.

The waiver does not apply to officers having a 14XX or 25XX designator.

The time-in-grade waiver has been set up to help the Navy decrease its strength in these pay grades. A minimum of six months of service will be sufficient for retirement requests from these pay grades to be approved by the Secretary of the Navy. Those requesting retirement under this provision must submit their request before 1 Jun 1974. Any officer whose retirement has been previously deferred in order to complete the time-in-grade requirement and who desires reconsideration should submit a request to that effect.

- SELECTION BOARD TO SCREEN RETIREMENT-ELIGIBLE TEMPORARY OFFICERS

In order to effect equitable across-the-board reductions in the size of the active duty officer corps, the Secretary of the Navy has authorized selection boards to screen retirement-eligible temporary officers for selective continuation on active duty. The board will consider temporary officers in the following categories: limited duty officers with more than 20 years' active service and at least 10 years' active commissioned service; chief warrant officers with more than 20 years' total active service; and other line/staff temporary officers meeting the same criteria.

It is anticipated that about 80 per cent of the officers reviewed will be recommended for continuation; those not recommended for continuation will be notified by letter NLT 15 Jan 1974. Retirement as an officer, reversion and transfer to the Fleet Reserve or reversion and continuance on active duty will be required not later than 1 May 1974.

- LANGUAGE AID KITS FOR FILIPINOS NOW AVAILABLE

The Navy has developed a special self-help language training program for Filipino enlisted Navy people who have difficulties with English as a second language. The program, known as The English Language Sound and Intonation Practice Kit Series, includes cassette tape recorders and prerecorded program tapes for loan to Navy commands, upon request to the Navy education and training support centers in San Diego and Brooklyn. Complete details of the kit are contained in OpNav Notice 1500 of 15 Oct 73.

- IOWA RESIDENT SERVICEMEN ELIGIBLE FOR VIETNAM BONUS

Navy members who served in Vietnam any time between 1 Jul 1958 and 30 Jun 1973 may be eligible for a compensation based on the months of service in Vietnam and the months of service elsewhere now being given by the state of Iowa. The compensation, granted to the residents of Iowa only, provides an upper limit of $500 compensation for those who earned either a Vietnam service medal or an armed forces expeditionary medal-Vietnam and an upper limit of $300 for those who served in the Republic of Vietnam but did not earn either medal.

The compens ation is computed on the number of months a person spent in the Republic of Vietnam and the number he may have served elsewhere. Iowa residents who think they are eligible for this compensation should write to the Vietnam Service Compensation Board, c/o State Capitol, Des Moines, Iowa 50319.

- SITREP #8 EXAMINES THE CHALLENGE OF NAVY LIFE

CNO SitRep Number 8, a film entitled "The Solution Is ..." is now being distributed to major fleet and shore commands. The film, which discusses the personal side of Navy life, presents frank discussions about the problems, challenges, and solutions to problems of a Navy career. Designed to stimulate such discussions on a local level, the film should be presented on a schedule that will allow follow-up discussions among those who have seen it.

Commands have also been asked to feed back reaction to the film by using the audience reaction cards which accompany the film prints. Those commands having difficulty in obtaining prints of the film should contact their district or fleet public affairs officer.

- CNP URGES COMMANDS TO UPGRADE REENLISTMENT CEREMONIES

The Chief of Naval Personnel has urged all commanding officers to "upgrade their reenlistment procedures by providing suitable ceremonies with families, special guests, and shipmates in attendance." CNP's memo says that efforts pointed toward reenlistment ceremonies tailored to the desires of the individual concerned are appropriate if done tastefully. "Ceremonies performed in interesting, out-of-the-way places while performing service-related tasks can do a great deal to increase morale and foster esprit de corps."

He warns, however, against turning reenlistment ceremonies into a "carnival," thus detracting from their real meaning and diminishing the sense of pride and dignity which has traditionally marked this significant event in the life of a career Navyman.

- COMMISSARY SALES TOP $400 MILLION IN FY 1973

Total sales for Navy Commissary Stores during fiscal year 1973 were $409,115,859, an increase of about 9.4 per cent from FY 72. Sales for CONUS stores, including Alaska and Hawaii, were $360,989,800, while overseas sales amounted to $48,126,059. Commissaries are nonprofit activities. Their surcharges (that is, monies accrued from operations) are used for cost of operations, reimbursement of the Navy Stock Fund, and for a reserve for equipment and renovations. For more on commissaries, see the article scheduled for publication in a forthcoming issue of ALL HANDS.

- ASHORE FOOD MANAGEMENT COURSE SET FOR FEBRUARY

Commands wishing to obtain classroom space for representatives to attend the Navy Food Management Ashore Orientation Course should act now in requesting quotas. The course will be conducted at the Navy Food Service Systems Office, Washington, D. C., from 25 Feb to 1 Mar 1974.

The course is recommended for all ashore food service officers and provides comprehensive instruction in such areas as contract messmen, general mess funding and reporting, food service facilities and equipment, and menu planning and procurement. Quotas may be requested by writing directly to the Commanding Officer, Navy Food Service Systems Office, Washington Navy Yard, Washington, D. C. 20374.

- RESERVE REORGANIZATION BEGINS

With the commissioning of the first three Naval Reserve Readiness Commands--at Houston, Tex., San Francisco, Calif., and Baltimore, Md.--the Navy has officially begun a sweeping, five-year reorganization of the Naval Reserve. Present plans call for a nationwide Readiness Command system to be made up of 22 regional networks of Reserve activities. Planned according to geography and Reserve population statistics, the commands are designed to concentrate modern training equipment and facilities where they can be best utilized.

In another step toward reorganization, manning documents are being issued for a gradual restructuring of the Selected Reserve into programs and units which match the programs and units of the active-duty Navy. This phase of the reorganization will make the Reserve a more effective and responsive part of the Total Force Navy by placing Regular and Reserve resources and capabilities together under the same management in 11 programs. These will include the Submarine Forces, Mine Forces, Service Forces, Surface Combatant Forces, Air Forces, Cargo-Handling Forces, Construction Forces, Amphibious Forces, Marine Corps Forces, Naval Inshore Warfare Forces and Special and General Support Programs.

- PHYSICIAN'S ASSISTANT APPLICATIONS DUE AFTER 1 JAN 74

Hospital Corpsmen wishing to apply for the Physician's Assistant Warrant Officer Program should submit their applications to the Chief, Bureau of Medicine and Surgery (Code 34) between 1 January and 1 March 74. The training program is conducted in two phases--a 12-month didactic training and a 12-month clinical apprenticeship at a naval hospital. Candidates must meet a number of eligibility requirements, including willingness to obligate for 54 months' service at the beginning of their training. Check BuPersNote 1120 of 10 Sep 73 for detailed requirements and application procedures.

- NAVY LAUNCHES USS SPRUANCE, FIRST GAS TURBINE DESTROYER

The Navy's first gas turbine-powered destroyer, USS *Spruance* (DD 963), has been launched at Pascagoula, Miss. The ship is the first of a new class, six more of which are now under construction. Officials at the Naval Ship Systems Command say the high degree of automation of the shipboard power plant is a significant reason for the low number (250) of crewmembers which will be assigned to the ship. *Spruance* is 563 feet long and displaces 7600 tons.

from the desk of the Master Chief Petty Officer of the Navy

'Energy and You'

MCPON JOHN D. WHITTET

For centuries, man has regarded the earth as an inexhaustible source of energy — a myth that until just recently, few of us have ever really questioned.

Last summer's gasoline shortage and the limited supply of heating oil anticipated this winter have fathered some pretty sober thoughts and perhaps we are beginning to understand the necessity of using our energy resources wisely rather than wastefully.

The Navy has taken steps to conserve energy such as reducing the steaming speed of ships when returning to port, cutting back lighting, heating, air-conditioning, etc. However, I want to talk to you about what you and I can do, as consumers — at home, at work or in our cars — to help conserve energy. As American Navymen and Navywomen we can be proud of our standard of living and the vital role we play in defending our living standard. But in our pride, we should not be wasteful. Conservation is a defense against needless expense, inconvenience and even hardship and we should all join in to do our part as consumers to help conserve our precious energy.

Rear Admiral A. R. Marschall, CEC, USN, Commander, Naval Facilities Engineering Command, who is responsible for the management of utilities, has said, "For some time I have been concerned with the Navy's increasing cost for utilities, which comes when we are increasingly short of funds; every dollar for utilities is money we do not have for other vital needs.

"Dwindling energy resources not only focus national concern on this subject, but also further increase the Navy's problem. We must all be aware of the need for more intelligent and efficient use of our utilities and the energy dollars they represent."

Each of us must come to understand the relationship between our own individual consumption patterns and the big picture that comes from adding it all up. For instance, it might not seem too significant if, as individuals, we fail to keep our automobile tires properly inflated, but add up all the millions of cars and trucks across the nation that are running with improperly inflated tires and the amount of wasted gasoline is very significant.

Moreover, there is, or at least there should be, a real element of self-interest in conservation. Too often, we hear people complain about the high cost of air-conditioning their houses or apartments when the simple and inexpensive act of cleaning or replacing the filter elements in their air-conditioners would substantially reduce their operating cost.

Few realize that frost-free refrigerators use as much as 60 per cent more electricity than conventional "reefers" or that an oil-fired furnace can cost nearly twice as much to operate when it's dirty.

If you purchase a room air-conditioner next summer, find out what its energy efficiency ratio is. If the information is not published, you can figure it yourself by dividing the unit's cooling capacity, or BTU per hour rating, which will be stamped on the unit by its power consumption (watts). Once you have decided how much cooling capacity you will need, you can then purchase the unit with the highest energy efficiency rating for that capacity. The purchase price will be higher, but the unit itself will use less electricity and in many cases, the higher initial cost will be more than paid back through lower electric bills over the years.

These are just a few examples of money-saving conservation tips. I have asked my staff to collect a list of other energy-saving proposals and I present them to you as follows:

At Home

- Check to see that you have a good weather strip-ping on all doors and windows.

- If you have a chimney, keep the damper closed when the fireplace is not in use.
- Close all doors and registers in rooms seldom used.
- Have your heating and air-conditioning systems serviced annually. Keep all filters clean.
- Don't let drapes or furniture block your radiators, supply registers or cold air return. Keep your radiators free from dust.
- Find a comfortable setting on your thermostat and leave it there. A change of five degrees in your thermostat setting can significantly alter operating costs (up to 15 per cent). A setting of 76 degrees in summer and 72 degrees in winter is both comfortable and relatively economical. If, however, you are leaving your house or apartment for several days turn the air-conditioner off or, in the winter, turn your heating system down to about 55 degrees.
- Turn off all lights and appliances that are not in use . . . including the TV set!
- Consolidate the use of major appliances. (Bake several items at once, use the dishwasher once a day, take everything you need from the refrigerator at one time, etc.)
- Fix that dripping faucet!
- Draw blinds and draperies to help shield your home when it's hot and sunny outside and insulate it when it's cold out. Open them whenever you can use the light and heat or cool air (through the windows) from outside.
- Defrost your refrigerator regularly (when the ice on the freezer walls is thicker than one-fourth of an inch).
- Lower the temperature of your hot water heater (120-130 degrees is sufficient for laundry and dishes).
- In general, think about the way you use energy around the house. Most of us waste a significant amount of energy quite needlessly.

During Working Hours

- Report steam leaks, hot water leaks, drafts, etc., to your conservation officer; he needs all the help he can get.
- Observe posted regulations governing the use of water and equipment.
- Don't be afraid to inquire about energy utilization practices aboard your ship or station. Many energy-saving, money-saving suggestions are yet to be made.
- Turn off the lights when a space is not in use; make sure all appliances, typewriters, coffeepots, duplicating machines, etc., are on only while being used. Note, however, that fluorescent lights should not be turned on and off repeatedly. The life of a fluorescent tube is cut by about two hours each time it is turned off and on.
- Once again, don't heat or cool unused spaces. If you can't shut the register off, report it to your conservation officer or building maintenance office.
- Keep doors and windows closed when air-conditioners and heating systems are on.
- Accept some responsibility for what is happening around you. If you can see that energy is being wasted, correct the situation by initiating the proper action. Don't, however, tamper with equipment or instruments with which you are not thoroughly familiar.

In Your Car

- Keep your tires properly inflated.
- Generally speaking, avoid high speeds wherever traffic patterns permit. If everyone else around you is doing 65, it is dangerous to drive at 50 mph, but if you're all by yourself, in most cars, you can slow down and save! Optimum engine efficiency does vary, depending on engine size, tires, gear ratios, etc. Experiment and determine which speed range is the most economical for your vehicle.
- Maintain a steady speed as much as possible.
- Don't idle your engine needlessly. If you are waiting for somebody, turn off your motor.
- Avoid jack rabbit starts. Accelerate smoothly.
- Avoid hard stops. Decelerate smoothly.
- Keep your engine tuned and have it periodically checked; clean and, if necessary, replace filters and pollution control devices, PCV valves, etc.
- Use your air-conditioner sparingly.
- Consolidate your trips to various places and stops into one trip. Short hops for one or two items are expensive.
- Walk or ride a bicycle on short trips.
- Economical driving can be an interesting challenge. It takes skill and concentration. Even big cars, when driven carefully, can achieve surprising economy.

That's it! These suggestions, when followed, can make a significant difference in the amount of energy you use and the money you spend to purchase that energy. My staff and I hope that you will take them seriously and profit by them.

INTERCULTURAL RELATIONS

Navymen and members of their families traveling overseas will be hearing more and more about "intercultural relations," a newly popular term on a subject that has been important to the Navy for a long time. But more people are becoming actively involved in this formalized program.

One of the latest is a Hawaii-born Filipina-American at the Subic Bay Naval Base.

Ensign Prima Amelia Quintos Escalona, who received her commission earlier this year, reported aboard recently to become the intercultural relations specialist at the ConNavBase Human Resources Center.

For the petite young ensign the assignment was a pleasurable surprise and a real challenge. "I didn't expect it, but when the orders did come it was great . . . especially in the Philippines."

The young ensign attended high school in Honolulu. From there she went on to study at the University of Hawaii, where she received her bachelor's degree in psychology in May last year.

For a time she worked with the East-West Center Research Populations Institute in Honolulu. Then, convinced that the Navy offered more challenge, she joined the service.

The woman officer comes from a closely knit family that retained its interest in the traditions and folkways of the Philippines. They handed down to their children a special interest and respect for ideals and traditions of the home country.

Miss Escalona, herself, is not a stranger to the Republic of the Philippines. In 1962, her family came to visit the country. Again, she was here in July last year. "It was quite an experience." she recalls. "I was here during the great flood in Central Luzon. I got stuck in Tarlac where I was visiting some relatives."

Prima says she can talk in both Tagalog and Ilocano, her parents' dialect, but not the way native speakers do. "I don't have the proper accent and I cannot keep up with the pace of the spoken language. I still have to accustom myself to its sounds and nuances."

Asked what effect the blending of two entirely different cultures has on her, she says it has definitely made her life richer and her outlook much broader than it would be otherwise. It has helped her in asserting her identity in today's world.

To be sure, it will also help her in her new job as intercultural relations expert, her greatest challenge for the moment.

DEEP FREEZE VOLUNTEERS

When BuPers asks for volunteers for Operation Deep Freeze and specifically for the Wintering-Over Party — detailers cross their fingers in hopes that enough ship's servicemen and utilitiesmen also will apply. These two ratings, among a list of 40 required on the ice, consistently come up short when time comes to make selections for Deep Freeze duty.

Traditionally, Deep Freeze participation is voluntary. But, when there's an insufficient number of volunteers, Bureau-directed orders are cut for nonvolunteers.

This season's manning needs are "running smoothly," say the detailers. Volunteer requests have arrived at BuPers almost daily since BuPers Notice 1300 of 16 Aug 1973 was issued recruiting men for Deep Freeze 75. The notice states that the deadline for submitting volunteer requests was 1 December; however, your particular specialty may yet be in demand, especially if it's in the field of ship's service or utilities.

What can you hope to gain from a wintering-over tour on the ice? Here are some benefits offered:

- If eligible for sea duty after your winter tour (March-September), you will be guaranteed the coast of your choice; if eligible for shore duty, you may select one of two naval districts. Further, you will be given priority treatment for an overseas assignment, if eligible.
- If your reassignment is to sea duty, you will not be assigned to a unit deployed or scheduled for other than local operations within three months of the date you report on board, unless you ask to be assigned earlier. Of course, there are circumstances which may preclude any modification of orders, such as a change in operational schedules or a specific need for your talent. But, for the most part, the three-month rule stands firm.
- You receive double sea-duty credit.
- A seven-day R&R vacation following the wintering-over tour, usually at Christchurch, N. Z.
- Whenever possible, your dependents will be allowed to remain in public quarters during your Deep Freeze assignment, or you may relocate them as guided by Joint Travel Regs.
- While wintering over at McMurdo Sound, for example, you will be eligible to enroll in the Program for Afloat College Education with the prospect of earning undergraduate credits through six college-level courses.
- Upon reassignment after your wintering-over

tour, you will be authorized 60 days' delay in reporting to your next duty station; such a delay will count as leave.

- By wintering-over, you become eligible to chalk up sizable dividends in the Savings Deposit Program, taking advantage of the annual accrued interest rate of 10 per cent, compounded quarterly.
- You will receive — as will summer support personnel — the Antarctica Service Medal identifying you as among those rugged individuals having Antarctic experience. Wintering-over personnel add a star to the medal's ribbon.

Chosen from among those applicants considered best qualified, you will receive orders accordingly:

Officers report to either the Naval Support Force Antarctica headquarters in Davisville, R. I., or to the Naval Station, San Francisco, for temporary additional duty while undergoing a final screening.

Enlisted men receive PCS orders to Antarctic duty, reporting to either Davisville or San Francisco for screening. Those not selected are made available to BuPers for further assignment while those selected report to Davisville for approximately three to six months' temporary duty in special training. Individuals in the air controlman and aerographer ratings are sent to Mayport, Fla., and Norfolk, Va., respectively, for special training before reporting to Davisville.

Should you apply, but are not selected, you are encouraged to reapply the following year, if still eligible. At any rate, you should not give up hope, there's always the chance you may have orders cut to fill a vacancy if a previous selectee becomes disqualified any time between April and September.

WAVES REUNION

Above: The former waves who participated in the 30-year reunion are (l. to r.): Isabella Sposeta Johnson, Y1C, and Joan Szelicki Wisniewski, CYO (seated), Geraldine Killian Nelson, Y1C, Grace Augsburger Marker, Y1C, Ruth Culbert Deany, Y2C, Ann Johnson Johnson, Y1C, Pearl Adkins Priser, Y2C, and Mazine Plietz Schraeder, Y2C. Right: Wave recruits on parade during World War II.

Thirty years ago, 10 Navy Waves, all yeomen, were stationed at the United States Naval Training Center, Great Lakes, Ill. They were housed in a small section of Mainside Barracks "B", allocated tier bunks and a single locker apiece. Although their personalities and ways differed, a common bond quickly developed and grew into lasting friendship.

When World War II ended and they left the Navy to go their separate ways, each discovered a gap in her life that was difficult to fill. So a "round robin" letter packet was started to "keep in touch." For nearly three decades the letter packet has traveled from one former Wave to another, unfolding new events in the lives of each family. Each correspondent reads the news of her nine friends, removes her own last letter and encloses a new one with her latest account.

Last summer, seven "round robin" Waves, and another ex-Wave who has kept in touch, reunited in Waukegan, Ill. Now 30 years older (although not all wanted to admit it) and mostly all grandmothers, old friends were not so easily recognized. After the first few double-takes, the old rapport was regained and the gals picked up where they had left off back at Great Lakes during "the war." The years had mellowed personalities and characters and, although walks of life were different, a bond still existed. It was a delightful reunion.

Those who attended came from Arizona, Missouri, Wisconsin and Illinois. Five husbands also came along to meet their wives' former comrades.

A tour of the center at Great Lakes was an interesting highlight which inspired reminiscence and changes to observe. Happy hours were held at the motel where they stayed. The reunion was so enjoyable and successful that another is planned for 1976 to be held in Colorado.

—Isabella Johnson

SELF-HELP AT NATTC LAKEHURST

Remodeling the 'Old Barracks'

With the inception of CNO's Self-Help rehabilitation program, improvement of facilities has become a Navy pastime. The Naval Air Technical Training Center, Lakehurst, N. J., recently got in on the fun with a massive barracks renovation.

Four BEQs were built at Lakehurst during World War II to billet the training staff and students. Nearly 30 years later these "temporary" barracks are still in constant use, housing some 300 persons annually. The buildings needed help.

Help came when Captain Ed R. Day, commanding officer of NATTC, Lakehurst, assigned a construction staff headed by Lieutenant B. J. Anzini. Grants totaling $259,000 were obtained for purchasing material and contracting jobs beyond the Self-Helpers' capabilities. Two staff managers were assigned to each building to supervise workers and enthusiastic volunteers poured in from throughout the command. Members of the Mobile Construction Force provided technical guidance and training.

The dedicated staff managers were: ABMC J. D. Cripe, ABEC D. D. Smith, PRC J. R. Kelly, PRC J. A. Wright, AGC R. A. Clegg, Marine Corps MSGT W. R. Piggott, GYSGT C. F. Bradley Jr., and SSGT G. A Desruisseaux.

With supervisors, workers and money ready, the project began.

Eleven months later, well ahead of schedule, total renovation was completed on all four buildings. The old barracks now have new plumbing, heating and electrical equipment. Interiors are covered with wood paneling. Open bays have become individual rooms; lounges and snack bars are installed. A fresh coat of paint completed the job.

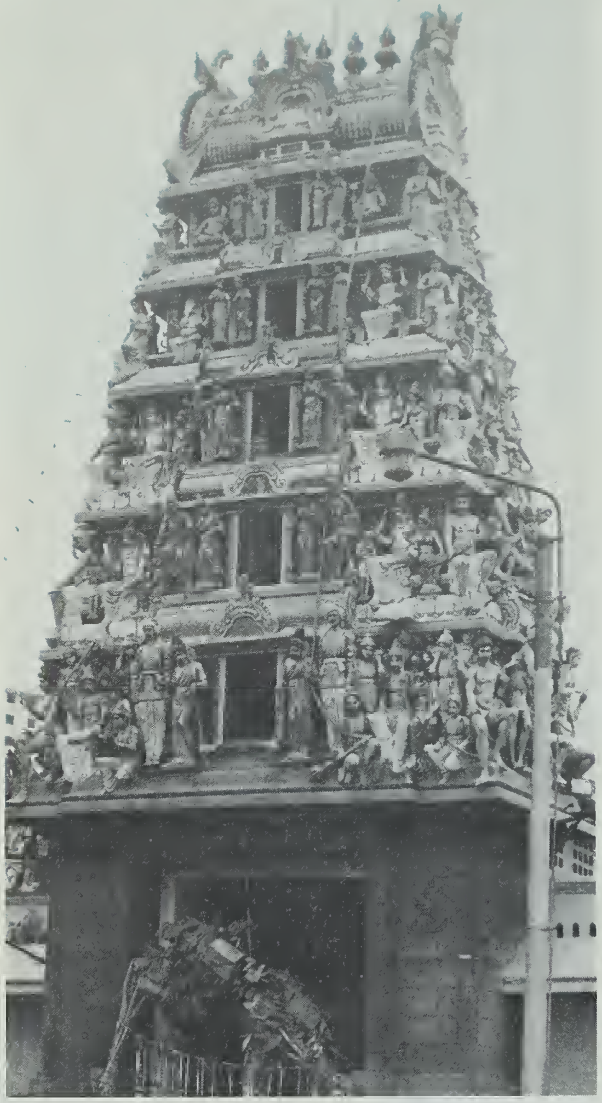
In addition to improvements, safety features were added to the buildings, for example: extra fire doors and exits were added and fire retardant materials were used.

Renovation was not limited to just the buildings themselves. Each BEQ now has a private, screened patio. Money saved through judicious management paid for recreation areas for each building. Lawns are revitalized and carefully manicured.

But the Self-Help project at Lakehurst doesn't end here. A preventive maintenance plan for the BEQs has already been approved. Detailed procedures have been started to ensure these "new" living quarters remain new for future staff and students at NATTC.

Above: A new recreation area is transformed from a dirt parking lot to enhance the remodeled BEQ. Top right: Workers pour concrete for the new patio. Right: Wood-paneled passageways now replace the old open bay areas. Below: A barracks lounge and snack bar nears completion. Below right: LT Bert J. Anzini cuts the ribbon to open the upgraded BEQ.

Exploring With



After some 13,000 miles and six port calls USS *La Salle* (AGF 3) has returned from a two-month goodwill tour in the Indian Ocean. Once a year the Middle East Force flagship — formerly LPD 3 — makes a goodwill "Southern Cruise" in the Indian Ocean area, visiting ports in the Gulf and Indian Ocean.

During this past cruise *La Salle* went to Singapore to check out shipyard facilities there for future refittings and overhaul. The eight-week Southern Cruise was topped off by shopping sprees, safari tours, receptions and a busy athletic schedule for the crew.

After a four-day call in Ceylon, *La Salle* headed east to Singapore across the Bay of Bengal and through the Straits of Malacca. She stayed five days in the ANZUK (Australia-New Zealand-United Kingdom) Naval Basin in Singapore looking at that shipyard's facilities, personnel and prices and, in the meantime, getting a little minor repair work done. Also in the Basin at the same time were four other warships from England and Australia and an exchange visiting program was set up with these ships for interested crew members.

En route to Port Louis, Mauritius, *La Salle* sailors paused briefly at the Equator to pay their respects

Left, above: Entrance to Singapore's oldest Hindu shrine. Left: Statue in Singapore's Tiger Balm Gardens. Above: Narrow street in Mombasa's old city. Right, above: Replica of the extinct dodo, symbol of Mauritius. Right: USS La Salle. Facing page, center: Climbing palm trees on Mauritius beaches. Far right: USS LaSalle moored off Mauritius.

LaSalle 20th Century Style

to Neptunus Rex and anchored for several days off the island of Diego Garcia, site of the Navy's new Indian Ocean communications station. The hundreds of Seabees and communications personnel on this deserted island found the strange white-painted ship a welcome sight. More than 500 of them came out to the ship to eat in the crew's mess, shop in the ship's store, tour the ship or just swap uniform items with *La Salle's* crew. In the evenings an active sports program was arranged in which *La Salle* yielded the Indian Ocean Championship to the hard-charging Seabees.

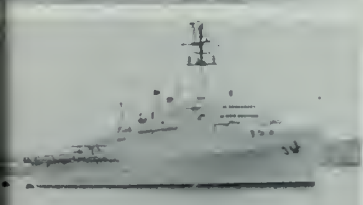
The ship finally arrived at Port Louis and embarked on a busy week of social and sports events. There were two buffet luncheons under the ship's ceremonial awning—one for local dignitaries and businessmen, and the other an open cookout for the entire ship's company and their guests to celebrate the Fourth of July.

The Royal Navy personnel at HMS Mauritius acted as semiofficial hosts for the flagship and helped organize sports events, dances and beach parties for *La Salle's* crew. The ship's rock band put on five public performances during the visit and numerous divisional parties were held all over the lush tropical island paradise, one of the gems of the Indian Ocean.

Mombasa, Kenya, was the next stop on the cruise, giving *La Salle* crewmembers an opportunity to go on safari, cameras in hand, in search of Kenya's famed wildlife. While 75 of the crew were off on overnight trips, however, the rest were finding plenty to do in Mombasa itself. Wood carvings and brightly colored cloth prints were popular buys. An exchange program with the Kenyan Navy brought some 50 enlisted men and officers onto *La Salle* for lunch and tours of the ship. Other visit highlights were provided by an active sports program with the Kenyan Navy and a children's party for some 45 school-age children from the countryside.

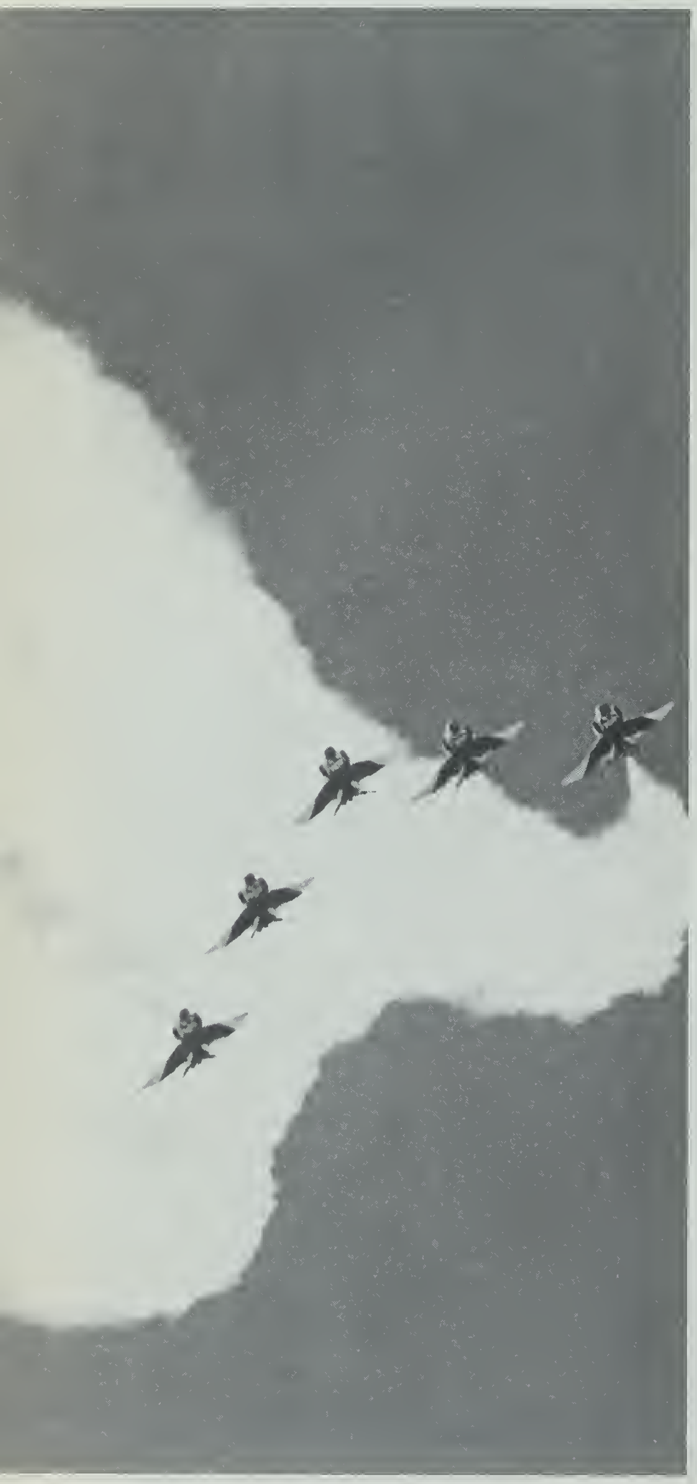
After a short resting period in her home port of Bahrain, *La Salle* headed back to Singapore. She was then scheduled to head the U. S. Navy units at the annual CENTO exercise held in the Gulf, and after Christmas to represent the U. S. in the Imperial Ethiopian Navy Days.

—Story by ENS H. C. Zeigler
—Photos by SM2 Leighton Clark



It's getting to be that time again

COMMAND



What is past is prologue, and for this reason the Navy takes the writing of its history most seriously. Commanding officers of ships, aircraft squadrons and shore activities are required to submit an annual command history of the past calendar year to the Chief of Naval Operations by 1 March. Such histories provide continuing narratives on the lives of those units.

But how does all this affect you?

For one thing, your ship is actually an instrument of national policy which plays an inevitable role in shaping our country's destiny. Her very existence is a historic event in itself. Another thing is that even a routine mission may have an important impact on history. The experience of USS *Liberty* (AGTR 5) in 1967 as she operated in international waters in the eastern Mediterranean is one unusual example, but the accumulated experience of every Navy ship, squadron and unit are vital in keeping the Navy's history both up to date and complete.

As a part of a unit and what happens to it, you also are a part of its history. Your eyewitness accounts can be priceless! Even ordinary daily duties could take on historic significance to naval historians in the future.

Does anyone read these command histories?

Navy history files are not sealed in deep, dark cellars or caves; they are readily available to anyone who wants to examine them. Within the limit of security, writers, historians, engineers, economists, military strategists and many others consistently use them as reference and research tools. They supply important background information on such things as weapons systems evaluations, base facilities and command planning. They also provide insights into the art of writing Navy history for inclusion in speeches or official accounts marking a particular event.

Until histories become a permanent part of naval archives and often serve as the only truly reliable source of information for inquirees. They also serve to develop morale and pride within the Navy, and play an important role in enhancing the Navy's public image by presenting factual information to answer press queries about the Navy.

Your CO has probably appointed an officer to write your command's history, but this should be an all hands evolution. Throughout the year that lone officer is busy collecting information and keeping a chronology of the unit. No one person can possibly know all that goes on in a command, so your historian

HISTORY

will consult others (maybe you) about major events — details of your ship's part in a certain exercise, perhaps. Find out who your command historian is and, if you have something that might interest him, tell him about it. Don't hold back if you think your information is of small account; it might be important, especially when it's fitted into the overall picture.

If working on your command's history is your task, here are some pointers passed on by the Director of Naval History:

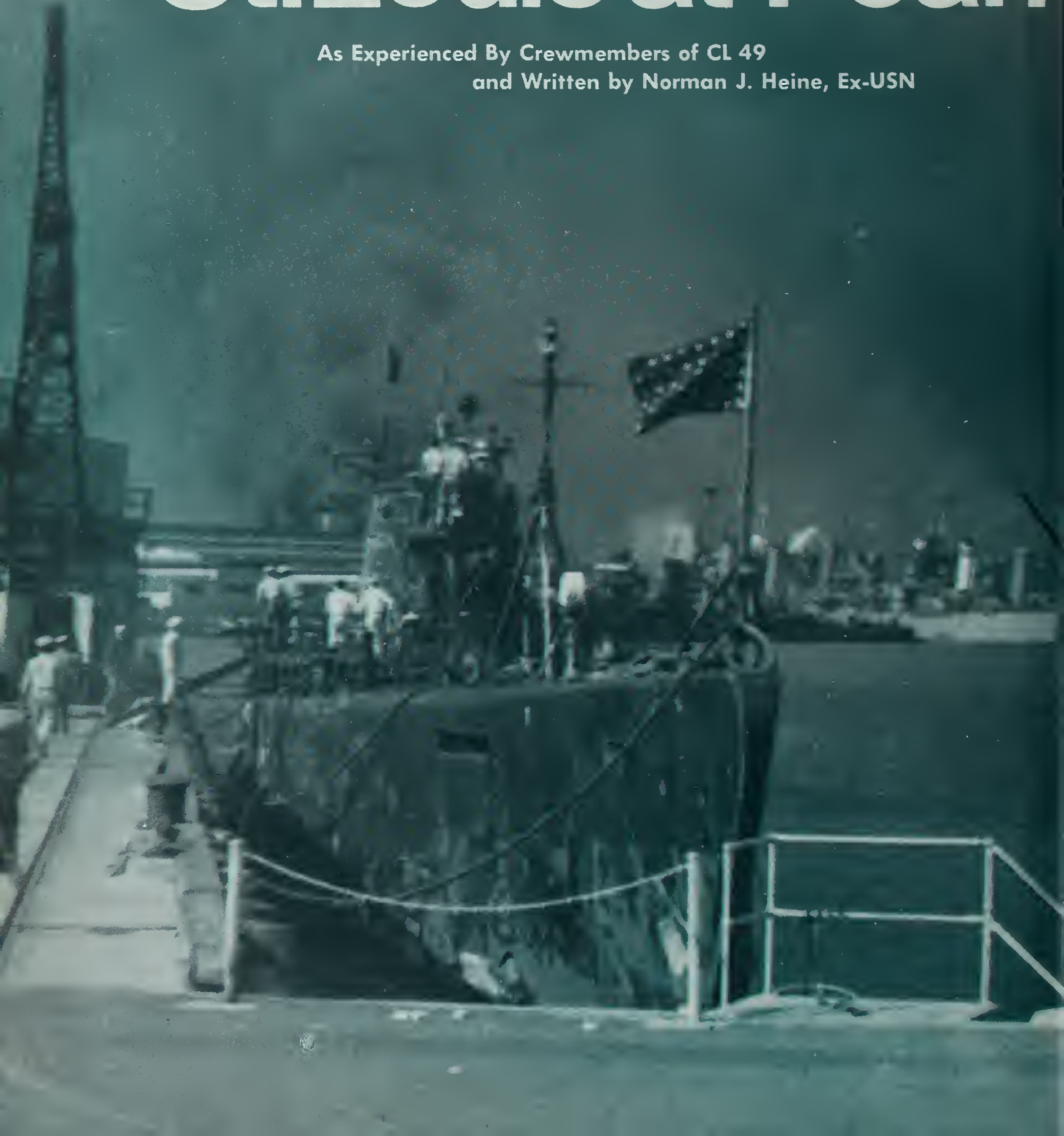
- Primary considerations should be completeness and accuracy.
- One person should be appointed well in advance of the due date to write the command's history; it's not feasible to make it a rush job.
- Make it a continuous project. This will help to insure completeness. Documents can be gathered and rough chronological drafts written throughout the year.
- Organize the history along broad subject lines, as — brief overall chronology; command organization-relations; operations and activities; special topics; and documentary annexes.
- Follow standard principles of answering the questions who, what, when, where, why and, especially, how.
- Document the history with appropriate reports, charts, tables, graphs, messages, correspondence, photos, etc. Be sure to identify and date them.
- Report exact full names, dates, locations, times, etc.
- Use classified material if necessary. Normally, material not higher than Secret is used, but Top Secret supplements may be submitted as required.
- To help with completeness, circulate or chop a draft of the history to as many knowledgeable people as possible before writing final copy.
- Make it a unit-wide project by asking all hands to provide input.
- Literary masterpieces are not expected but clarity is essential. Write in simple, logical, concise narrative form; avoid "bureaucratese."
- The manuscript should be typed double-spaced on one side of standard letter-sized paper.
- Give your work the historical depth it deserves.
- For added help and guidance, details on preparing and submitting a command history are given in OpNavInst 5750.12 series.

—JO1 T. Jansing

An Eyewitness Report: Etched in Memory

St. Louis at Pearl

As Experienced By Crewmembers of CL 49
and Written by Norman J. Heine, Ex-USN



Harbor

December 7, 1941, started as any other Sunday morning on board USS *St. Louis*. Bud and I were waiting for the motor launch that would take us to morning services. We were "plank owners" along with many of the crew, having been aboard the light cruiser since she was commissioned in 1939.

Though our home port was San Pedro, we had operated out of Pearl Harbor since 1940. Weekends in port usually meant a wingding of a Saturday night followed by a quiet day recuperating at the beach on Sunday.

Bud stuck two extra packs of cigarettes in his sock, planning on a full day off the ship. There was no way we could foresee that a sniping invader would foul up our plans for a relaxed liberty.

A steady humming sound exploded into a roar. On the horizon we spotted planes thundering toward the island.

"Why the hell is the Army flying on Sunday?" Bud blurted out. He leaned against the rail, curious but not too concerned about the approaching planes.

Suddenly an oblong object plunged from the bottom of each of the planes, and streaked down toward Battleship Row. As the lead plane banked for a turn, the wing bared the stark outline of the Rising Sun.

"My God! Those are Japanese planes!" someone screamed out the startling news.

Just then the motor launch pulled up alongside the ship to pick up the last stragglers for church, namely Bud, myself, and about 10 others.

"Get the hell outa' here!" we yelled a warning to the boatswain. For a minute he peered up at us, unable to believe what he heard. Then with a quick twist of the tiller, he swung the launch back toward land.

Out of nowhere, the enemy appeared, aiming straight for the defenseless boat. Machine gun bullets peppered the small launch. Desperately the boatswain tried to escape the onslaught. It was our initiation to the brutalities of war. The boatswain's motionless figure draped over the tiller, the jumper of his whites almost completely stained red, his blood spilling from his wounds.

"Madre de Dios!" I heard Manuel, one of the gunners, mutter the prayer as he blessed himself several times. The tone of his voice sure sounded different. He usually turned to his native tongue only when he was angry.

The General Quarters warning blared out, jerking us to action.

"Man your battle stations! Man your battle stations! This is not a drill!"

What had been a routine call on maneuvers took on a desperate urgency. We all scrambled to our stations, disbelief on every face as the "bong, bong!" repeated the warning over the loudspeaker.

With the engine rooms not ready for steaming, some of us machinists were rushed to quarters to clip 50-caliber ammunition into belts for the machine guns.

Left: Two sailors stare in amazement and unbelief at the start of the first wave of the Japanese attack on Pearl Harbor.

Above: USS St. Louis. Right: USS Arizona hit by torpedoes and bombs.

At first, only tracer ammunition was available. This particular shell leaves a white stream as it is fired and lets the gunner know how accurate his aim is. It explodes immediately on contact.

"Get the key from the chief in charge of the small arms locker. We need the armor-piercing shells!" But before the young officer's order could be carried out, a 1st class grabbed a pair of bolt cutters and snapped the lock off the door.

"No time to wait for any key, sir!" The 1st class was not disrespectful, just practical. There *was* no time to waste. Without another word, the lieutenant joined the non (jg) com in handing out the more powerful ammunition. Rank was forgotten.

As the name indicates, the armor-piercing shells make contact, penetrating through the metal of a plane before exploding. Some of the men working on the machine gun belts, including Bud and myself, were green. But within a few minutes we were keeping up with the best of them.

Meanwhile, topside, the men moved fast as orders were shouted.

"Anchor those 50-calibers in place!" The 10 machine guns, five on the port side and five on the starboard side, the one-point-one on the upper deck and the 5-inch antiaircraft guns were already lashing out at the enemy. These guns alone were credited with three "probable" downings of Japanese planes. With the circuit breakers ashore for repair, the gunners operated the batteries manually.

There were five 6-inch turrets with three guns in each turret manned and standing by. These particular guns were not designed for antiaircraft action. We were not sure they would be used, but they were ready.

Men on the 5-inchers had a wraparound steel protection. The gunners on the 50-caliber machine guns had only helmets of World War I vintage to protect them from the machine gun fire the enemy planes were spitting out.

From the beginning of the year through July we had been on maneuvers, so after the first shock wore off, routine took over.

When we first pulled into the harbor on Friday, the 5th of December, we were ordered to the Navy Yard for an overhaul. USS *Helena* took over our berth in the harbor and we tied alongside *Honolulu*. We grumbled plenty when we were told to keep one boiler hot to furnish our own auxiliary power for the various electrical equipment aboard. *Honolulu*, being the flagship of Cruiser Combat 9, would receive her power from the dock.

It was late Friday when we finally tied up. We were all glad to hear the order to wait until Monday to remove the ammunition from the ship. So it happened that on this fateful Sunday, we were armed to the teeth with one boiler already hot.

This day *St. Louis* would really earn the "E" we were rated during spring gunnery exercises. Our targets were shooting back at us and they were hell-bent on blasting everything in sight.

Ships in the harbor with their ammunition removed had nothing with which to fight. Helpless to defend themselves, they were like sitting ducks. Wave after wave of attacking planes dropped their deadly loads.

Several men on one of the unarmed ships desperately threw potatoes at the low-flying planes. What a pitiful effort! Witnessing scenes like that caused the change from a happy-go-lucky peacetime gob to a cold, hard, combat sailor.

Men were running in all directions, each with a job to do. One machinist of slight stature who was working with us grabbed a completed belt and, swinging the heavy belt over his shoulder, ran up the ladder — a feat that he was unable to duplicate later under normal conditions. As he reached the top of the ladder, he stepped right into the path of the captain, knocking the officer to the deck.

"Embarrassed as hell," the machinist told us later, "I helped the skipper to his feet and proceeded to brush off his uniform."

"Where were you heading with that belt, sailor?" The captain asked.

"To the nearest gun that needs it, sir."

"Well, get going. You should have knocked me out for getting in your way."

Many years later, he and the captain had a hearty laugh over the incident, but at the time, they saw no humor in it.

Suddenly one of the 50-caliber guns broke loose from the deck, knocked the sailor who was operating it completely out and started hopping down the deck. The trigger froze and the gun was shooting in all directions.

"Grab it!" one sailor shouted.

"Not me! You grab it, if you're crazy enough!" a second sailor yelled back. They chased the runaway gun down the deck and it finally stopped firing, landing on the hangar deck. Quickly they carried it back to position and anchored it firmly in place. Minutes later, the gun was back on duty with an operator aiming it the right way.

Each time I came up on deck with a completed belt, I could hardly believe the destruction going on. Large billows of smoke poured into the sky from Hickam Field to the left of *St. Louis*, blackening the same sky that had been clear and cloudless a short time before.

"All machinists report to the engine room on the double!" It's about time, I thought! I found out later that though it seemed longer, acutally only 20 minutes had passed since the first bomb exploded.

As we rushed to our more familiar station, a tremendous explosion shook *St. Louis* from stem to stern.

"Damage control party, check aft!" a command blared out. Just as we reached the engine room we heard the report: "No damage aft, sir!"

Once down the ladder, we learned that a 500-pound bomb had hit the dock, knocking *Honolulu* and *St Louis* together, smashing and sinking two motor launches that were tied up between the ships. Thank God no men were in the small boats. They wouldn't have had a chance.

"We've got a head start with one boiler hot," the chief machinist's mate reminded us. "Let's move!"

The crew in the boiler operating space took auxiliary steam, bled it into the other seven boilers and within an hour all boilers were up to a full working capacity.

It was almost 0930 when the chief notified the skipper we had a full head of steam. At 0931, the captain snapped out the order: "Full speed astern!"

The deck force grabbed the nearest fire ax and chopped us loose from the dock. We cleared the harbor with all antiaircraft guns blazing. Eye witnesses later commented that it was an impressive and never-to-be-forgotten sight to see *St. Louis* head for sea with all her guns spitting fire. We left the dock in such a hurry that we hit bottom with one of our screws. It was so badly bent that it had to be quickly secured and we went full speed ahead on three screws.

Back in the engine room the firemen worked feverishly. Suddenly an excited deckhand burst in with an alarming report.

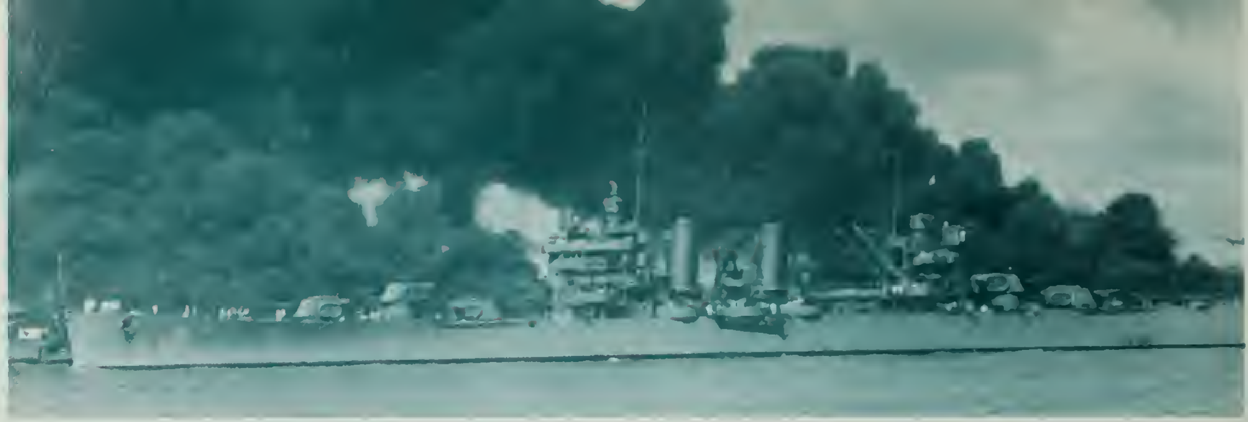
"Black smoke! Black smoke pouring out of Number Two stack!" he yelled to the chief. But before anything could be checked, a young officer came in.

"Keep up the black smoke! I don't know what the hell caused it, but it's a perfect smoke screen for *Phoenix!*" The cruiser *Phoenix* had none of her guns in commission at the time.

But this smoke screen had not been planned. What had caused it?

When changing speeds from time to time, the firemen in the boiler operating space put larger sprayer

Below: Steaming out to sea at 25 knots, USS St. Louis passes the burning USS Arizona and USS West Virginia.



Above: The smoke screen thrown by St. Louis pours across the bow of the defenseless USS Phoenix, protecting her as she steamed out of the harbor close behind St. Louis.

tips on the plates that inject the fuel oil into the burners. This keeps up a full head of steam. A chart posted in the master engine room has all information as to what tip goes in, depending on speed and steam pressure. Someone in the operating space put a sprayer plate in the boiler without a tip. Instead of a thin spray into the burner, it was a solid stream of oil causing Number Two stack to pour the heavy black smoke.

Some observers thought that this was done intentionally, but no orders had been given to that effect. Some thought *St. Louis* was on fire, but we were not damaged. Had this occurred during peacetime, the guilty party would have been severely reprimanded. All I could think was, "What a lucky break for USS *Phoenix!*"

As we swung around Ford Island, which was strictly Navy air, we sighted the hangars belching fire and black smoke. How badly had our planes been damaged? Were there any left in condition to fight off another attack? We couldn't tell the extent of the destruction.

St. Louis steamed along at 25 knots, maneuvering around the wounded USS *Nevada* which had run aground to keep from capsizing. What a beating they had taken!

A sudden frantic shout from one of the deckhands struck terror in the hearts of all of us who heard him.

"Torpedo! Torpedo!" He pointed out over the starboard bow. Those on deck could see the wake of the dreaded enemy fish. I had just come topside for some needed equipment and took a quick look at the enemy missile speeding toward *St. Louis*.

It didn't take much thought to figure out their object in launching the torpedo at that spot. To sink us in the channel would block the passage completely. Their first attempt with *Nevada* had failed. Now the midget sub aimed for the cruiser.

We were unable to change course. We had no alternative but to keep heading out. Orders were shouted through the address system. The light cruiser zigzagged like a "drunken sailor" in a desperate effort to escape. But the path of the torpedo was straight and true.

Suddenly a muffled impact exploded into a mountain of water as a hidden coral reef lent itself to our defense. Quick action by the radioman located the sniper sub. Now it was our turn.

A determined gunner took careful aim with one of the 5-inch guns, lowering it to water level. One burst of fire. Then a shout as the smoke cleared and the damaged conning tower of the two-man sub bobbed to the surface. No longer able to operate, the sub was eventually captured.

It was natural to believe that the attacking planes were being sent out from a Japanese aircraft carrier. Our captain requested permission to go after the carrier but we were ordered to circle the island and protect it.

We welcomed Sunday dinner as a break from the tension. Since most of the mess crew including some of the cooks were on gun crews, the chief yeoman was in charge of the cooking.

"Hey, Chief, these beans are only half-cooked!" Griping was a sure sign that the crew was back in form.

"Holy Samoleons! This is fightin' food?" Now that could only be Bud. We had lost track of each other during the heavy action but I knew he'd never pass up chow, no matter who cooked it.

After griping together for a few minutes, we left the mess and joined a special detail. According to Navy Regulations, during wartime in a combat zone no naval vessel is allowed to have inflammable supplies aboard. "Strip the ship for action" it's called. It was a lighthearted task as the crew tossed all the cases of paint and metal polish over the side. We jokingly guessed the hours of hard labor we were eliminating as the sweat rolled off our bodies.

While patrolling late that afternoon, we spotted more planes approaching. Again the dreaded cry.

"Man your battle stations!"

The gunners took aim and waited for the planes to get in range.

"Hold your fire! These are our planes" Naked relief replaced concern on the men's faces now that our planes were in the air.

For three days we cruised the area, always on the alert for the enemy. *St. Louis* was equipped with sonar, sounding gear to detect enemy submarines. New radar equipment that would reveal any enemy surface craft was still in the process of being installed. Any and all sounds that we picked up brought the crew to battle stations on the double. For the three days we had little sleep though we met no enemy.

Finally, we received orders to return to the inside of the harbor. Seeing the destruction close up actually made us sick to the stomach. We found that USS *Helena* had the hell shot out of the forward engine room while tied up in our berth.

Chipped paint on our 6-inch turrets from machine gun bullets fired by the enemy planes were mute evidence of how close they had come. We were damn lucky to have no casualties or no serious injuries in spite of all the action in which we took part.

For their valiant contribution at Pearl Harbor, the crew of USS *St. Louis* were awarded the first of 11 battle stars on the Asiatic-Pacific Area Service Medal. It was over 30 years ago that about 900 sailors, both noncoms and officers, shared this hellish experience on the light cruiser. Parts of the day's activities are vague but the events described above are as vivid as if they happened yesterday.

Retired Rear Admiral George Arthur Rood was the captain of the "Lucky Lou" as the ship was affectionately known. The admiral kept in touch with many of us crewmembers through the Pearl Harbor Survivors' Association of which he was a member. On 30 Mar 1971, at the age of 82, the skipper died.

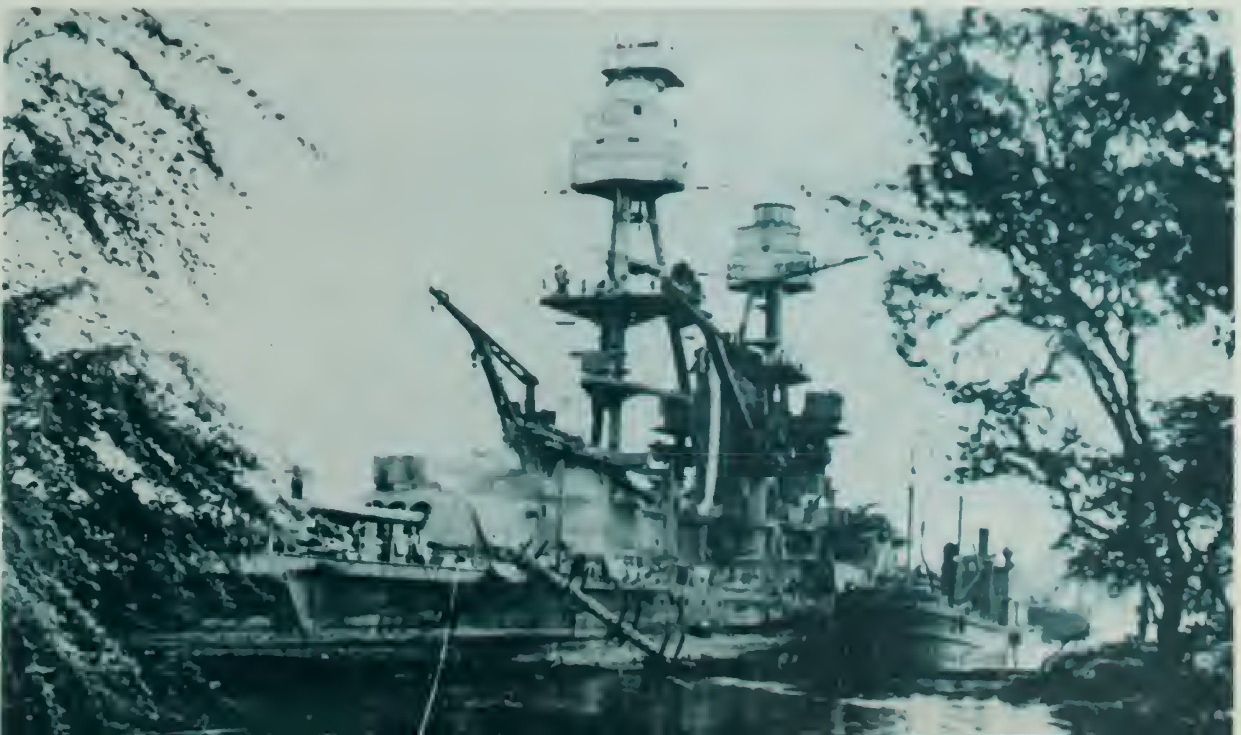
"He was a grand 'Old Man' and his passing will leave a gaping hole in the hearts of those who had the privilege of serving under him," commented Bill Misner, past president of San Gabriel PHSA and also a former *St. Louis* crewmember. "I know I will never think of Pearl Harbor without thinking of him and being grateful to him for just being there to guide us."

The words of one of the officers still ring out loud and clear:

"They'll remember *St. Louis*, men! They tasted our fire!"

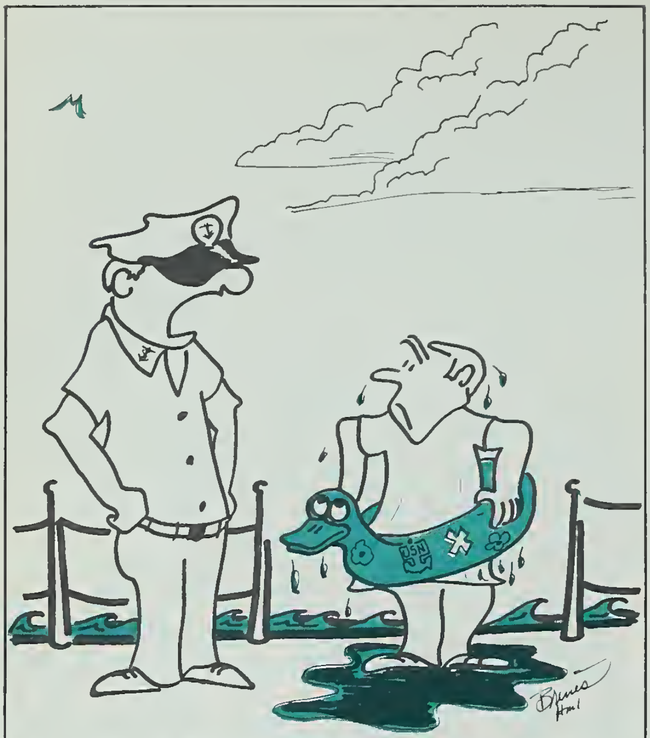
—Norman J. Heine, ex-USN

Above: Part of the appalling destruction caused during the infamous attack. Below: USS Nevada, run aground opposite Hospital Point to avoid being sunk in the channel by a two-man submarine. The midget sub was later damaged by USS St. Louis.



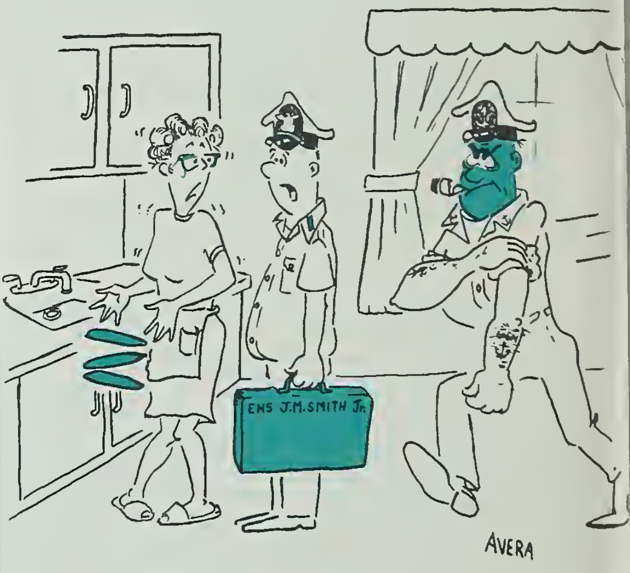
1973 All-Navy Cartoon Contest Winners

HM1 George P. Brines — First Place



"I know you fell over, but I still want the name of the man who threw you my rubber ducky."

YNC Gerald M. Avera — Second Place



"Mom . . . I had to put Dad on report today."

Here are the winners of the 18th annual All-Navy Cartoon Contest — topped by HM1 George P. Barnes from NAS Moffett Field, Calif. His "rubber ducky" entry was among 352 judged this year, an increase of over 100 from 1972. Shown here are the top five winners. Other examples of Navy humor will be featured in future issues of ALL HANDS.

For his witty effort, Barnes receives one of three of ex-Navyman Hank Ketcham's original "Half Hitch" cartoon strips donated by the cartoonist to the Navy as contest awards.

Second place honors — and a "Half-Hitch" strip — go to YNC Gerald M. Avera, serving with a joint U.S. military mission in Turkey.

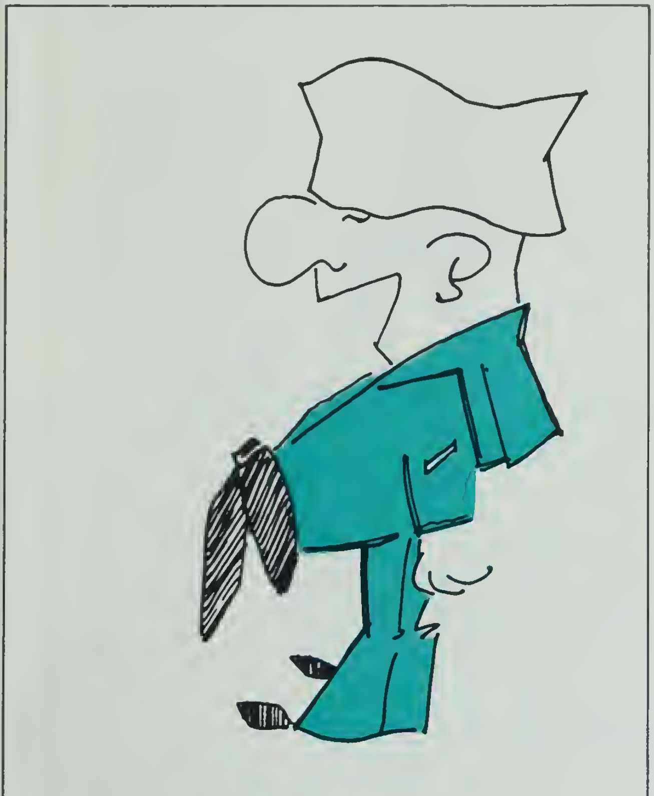
Three more award-winning cartoons emerged from the 107 active duty contest entrants. Their creators are:

- Third place — EM1 Jose B. Olaguera, NAS North Island, San Diego, Calif.
- Fourth place — BUCA Terry K. Boles, MCB-10, FPO New York, N.Y.
- Fifth place — LCDR Melville C. Murray, Navy Astronautics Group, Point Mugu, Calif.

In addition, there were five cartoonists in the honorable mention category, two of whom were also among the top five. LCDR Murray, for example, had two honorable mentions, while Chief Yoeman Avera had an honorable mention as well as second place honors. The other two honorable mentions went to: PM1 William E. Turner, Naval Development and Training Center, San Diego, Calif., and DM3 Anthony M. Ramirez, USS *Dixon* (AB 37), FPO San Diego, Calif.

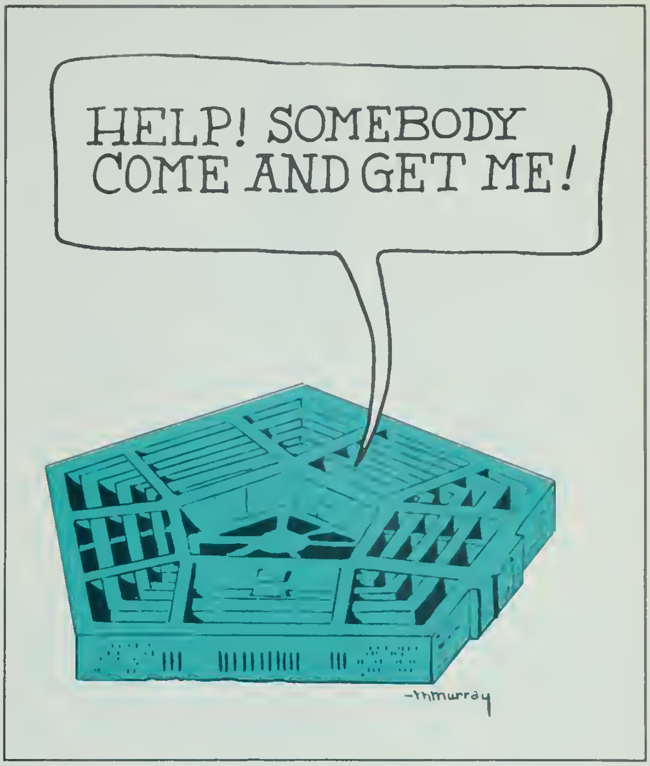
Two members of the same family were tops in the dependents' category. They are Phillippe Sebrechts, winner of the third "Half Hitch" strip, followed by Claire Sebrechts, dependents of Captain Paul H. Sebrechts, MC, USN, stationed at U.S. Naval Hospital, San Diego, Calif.

EM1 Jose B. Ologuero — Third Place

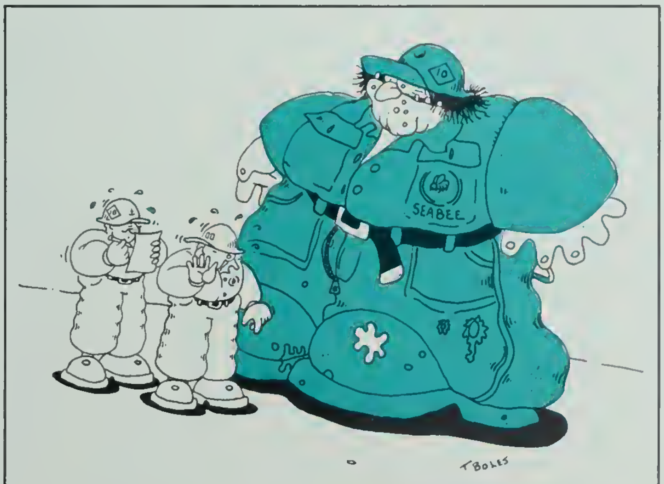


"Hoh! No more watchstanding for me after boot camp!"

LCDR Melville C. Murray — Fifth Place


HELP! SOMEBODY COME AND GET ME!
-mmurray

BUCA Terry K. Boles — Fourth Place



"I don't care what he looks like! For gosh sakes, let's not write him up!"

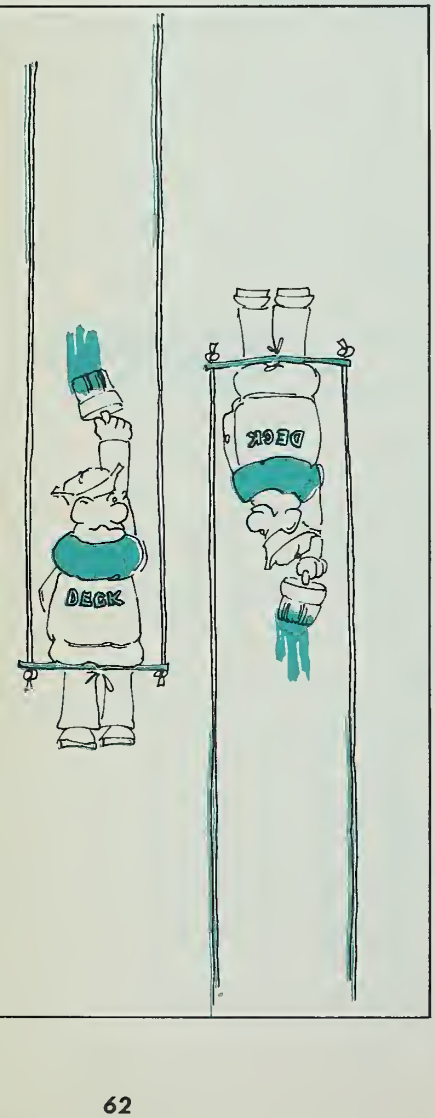
YNC Gerald M. Avera

"You mean you want to 'ship over' in there?"

LCDR Melville C. Murray

"Gentlemen, gentlemen! I said we liked your presentation. That doesn't mean we'll pass on the appropriation."

DM3 Anthony M. Ramirez

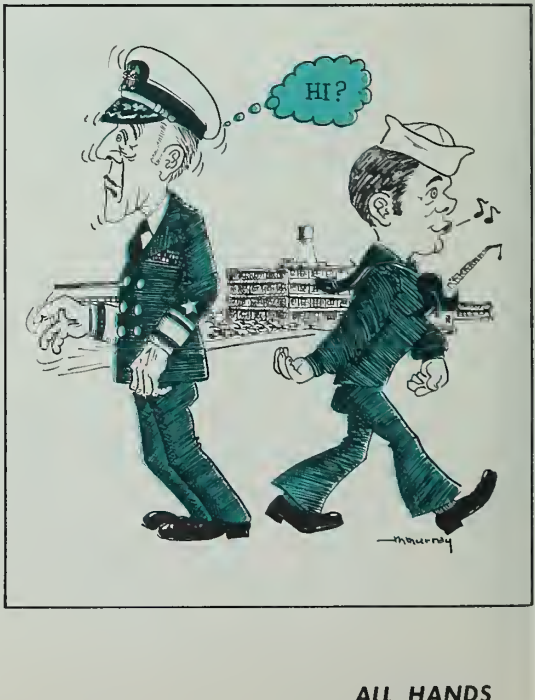


Honorable Mentions

PM1 William E. Turner

"Someone should explain to 'Boats' what Admiral Zumwalt meant by 'rap sessions'!"

LCDR Melville C. Murray



letters

'Call of the North'

SIR: "Answering the Call of the North" (ALL HANDS, May '73) brought back some feelings of nostalgia since I had just spent two of the most enjoyable years of my career at COMFAIR Alaska, Kodiak, before its decommissioning.

The information submitted by MSGT McDonnough is correct but don't all of you pack your bags and head for the clean air and water of the great north. I checked into the "open-to-entry" program when I was in Alaska. The one big catch is the requirement to mark off personally according to set rules. One aspect of these set rules is a certified survey. If there is no benchmark, and the chances are if there is a benchmark the land is not open to entry, the land must be surveyed. The cost incurred for surveying in the Alaskan wilds is astronomical. Preliminary computations indicated that my five acres, once it belonged to me, would have resulted in out-of-pocket costs of around $2000 per acre. This survey is not required if the individual does not want to own but just to lease from the state.

May be it is a good deal and maybe not; as I said, don't everyone run at once.—CDR A. G. Alexander, USN.

• *Thank you for taking the time and trouble to pass along the additional information on the "open-to-entry" program. A certified survey might deter many Navymen from a move to the Alaskan wilds.*—ED.

Bell Ceremony

SIR: If a lieutenant commander is the commanding officer of a ship, how many bells does he rate when he is bonged aboard?—SM2 R. S.

• *Article 901 of DNC 27 states that the number of bongs an officer receives when arriving or departing should correspond to the number of sideboys he is entitled to. Therefore, the correct number of bongs a lieutenant commander would receive is two.* —ED.

All Hands
PHOTO CONTEST

As first announced in our August 1973 issue, ALL HANDS Magazine offers all Navy men and women — those on active duty or retired — and their dependents, a chance to cash in on their photographic expertise. The awards for the three top winners: First prize will receive a three-year subscription to ALL HANDS; Second Prize will receive a two-year subscription; and Third Prize will receive a one-year subscription.

Three categories have been set up, although the top three prizes will cover any or all categories:

- A Navy theme: Navy men and women on the job, Navy scenes, or ships and units in action.
- Navy life: recreation — liberty — travel.
- The Navy family.

Entries can either be a single photo or slide, a series, or they can take the form of a pictorial story. All entries must be current work — that is, photos which have been executed during the 1973 calendar year.

Each contestant may submit as many entries as desired.

Submitted photo work can be either black and white photo prints, color slides or transparencies, or Type C color prints. Black and white photos should be at least 8" x 10" in size, and printed on glossy paper.

All entries must be accompanied by an identifying sheet (attached to the edge of each photo or slide by tape) listing the contestant's name, rank/rate, Social Security number, present duty station and complete mailing address — plus an identifying caption of the photo or picture story. In cases of dependent children submitting work for consideration, their name, age, and name and location of the school attended should also be listed.

All photographs should be mailed flat and protected by heavy cardboard or other stiffener; the same applies to slides and transparencies. Do not write on the backs of photographs — put all pertinent information, along with any titles, on the attached identification sheet.

Winners will be announced as soon as practicable after the contest closes, and winning photographs will appear in ALL HANDS. Other photos — though they may not win a prize — will receive honorable mention and also will appear in ALL HANDS from time to time.

All entries become the property of ALL HANDS and will not be returned to the contestants. Send your entries to:

ALL HANDS Photo Contest
ALL HANDS Magazine
Bureau of Naval
Personnel (Pers-164)
Navy Department
Washington, D. C. 20370

Deadline: Entries must be mailed prior to 31 Dec 1973.

TAFFRAIL TALK

Every Christmas, Bob Neil, one of the staff writers at ALL HANDS Magazine exchanges greetings with a schoolteacher on Tenerife, an island in Spain's Canary Archipelago off the west coast of Africa. Although the writer has never met the schoolteacher, you might say their friendship was sparked over a bottle. They first began corresponding after a story appeared in Taffrail Talk about a Navyman who dropped a bottle overboard as his ship steamed off the coast of North Carolina.

The bottle, containing the Navyman's name and address, was picked up months later by the Canary Islander who got in touch. When the incident was reported in Taffrail Talk, it so intrigued our staff writer that he, too, began corresponding with the teacher.

By now, the correspondence has dwindled to an exchange of Christmas greetings in which each expresses the hope that they will someday meet after having learned of each other's existence through a bottled message and a magazine article.

And that meeting may well come about since staff writer Neil has a hankering for travel in unusual places. On another Christmas, for example, when he was living in Quito, Ecuador, he decided to drive some holiday visitors to the Equator Monument located some kilometers from town.

After bouncing over cobbled roads and dodging llamas, his somewhat dilapidated jeep felt disinclined to make the return trip to Quito. When the starter button was pushed, nothing happened.

With one guest behind the wheel, our man in the tropics pushed the reluctant jeep until the motor finally turned over. In doing so, the jeep passed over the equator from the southern to the northern hemisphere. So far as we know, he is the only man alive who has pushed a jeep from one half of the world to the other.

★ ★ ★

Xvxn though our typxwritxr is an old modxl it works quitx wxll xxcxpt for onx of thx kxys. It is trux that thxrx arx forty kxys that function wxll xnough, but just onx kxy not working makxs all thx diffxrxncx.

In a txam xvxry man, likx xach kxy on a typxwritxr, is xssxntial for a quality product. You may say to yoursxlf, "Wxll, I am only onx pxrson, I won't makx or brxak it," but it doxs makx a diffxrxncx bexcausx a txam rxquirxs thx participation of xvxry pxrson to bx xffxctivx.

So, thx nxxt timx you think you arx only onx pxrson and that your xfforts arx not nxxdxd, rxmxmbxr our typxwritxr.—adaptxd from RAAF Flight Safxty Rxvixw (Xd.).

-xnd-

The All Hands Staff

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Happy Holidays

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